

21 JUNE 1973 15p

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# AUTOSPORT

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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

June 21 1973 Volume 51 No 12

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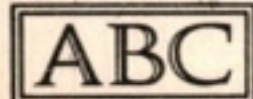
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**Publisher :** Simon Taylor  
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**Published every Thursday by Autosport, Haymarket Publishing Ltd, Gillow House, 5 Winsley St, London W1. Tel : 01-636 3600. Subscriptions and back numbers :** Craven House, 34 Foubert's Place, London W1A 2HG. Tel : 01-636 3600. **Annual subscription :** £10.10 (home) ; £10.40 (overseas). **USA and Canada \$27 (£10.40).** Airmail rates on application.  
**Text printed in England by David Brockdorff Ltd, London E17 and Harlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Registered at the PO as a newspaper.**

Direct from the publishers or all newsagents.  
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AUTOSPORT, JUNE 21, 1973

## EDITORIAL

### Keeping it clean

Furtive whispers of "cheat," "illegal," "bent" and other less pleasant descriptions abound in a great many classes of motor racing in Britain. We've witnessed a full spate of Group 1 protests and accusations, and Formula Ford, although currently quiet, has had its share of unpleasantness. The one that now forges to the forefront is Formula 3, the prestige class of single-seater racing that has produced so much do-or-die motor racing. Stardom is the reward that drives on these young men, and the penalty for failure is often obscurity. With so much at stake, the temptation to, let's say, bend the rules is very great.

The discontent over rule-bending and, by implication, scrutineering, has grown over the past few months. At the moment the discontent is in the form of paddock slander, as driver A accuses driver B (but never in the latter's presence) of running an underweight car or modifying an engine to improve the breathing. It was refreshing to hear, therefore, that a bunch of top Formula 3 entrants and engine-tuners have loosely banded themselves together, under the aegis of Motor Race Consultants, in an effort to lobby the RAC Motor Sport Division for more effective scrutineering.

The RAC are well aware of the situation, and, although they have got the scrutineers, they don't have sufficient qualified people available to police every Formula 3 race. The F3 entrants' answer to that is that they will pay for the privilege of strict and thorough scrutineering—an admirable sentiment which shows how worried the entrants are. If this suggestion is adopted by the RAC, the inevitable question will be what to do with the proven offenders. In the past it has been possible for the guilty party to squeal loudly enough to get off the hook. But protestations of ignorance over the eligibility or otherwise of an engine should be no protection from the forces of justice. Full responsibility for the race-worthiness of every detail of the car is down to the entrant. Like the captain of a ship, like the president of the United States, it's where the buck stops. And in most cases, the only deterrent is a really hefty fine—perhaps £100 for a private entrant or £500 for a sponsored entrant—or a cooling-off ban from the tracks for a period.

In any case, the current 1600 cc formula with its breathing restrictor has only just over six months to live. After that date it will be for 2-litre cars, and already the major engine tuners are working on these units. Very little development work is being done on the faithful Lotus-Ford twin-cams, which have served the F3 brigade well since the formula was introduced in 1971. Let us hope that all these good intentions on the part of the entrants and engine builders don't die with the current regulations.

#### our cover picture

Denny Hulme drove to a superb win at Anderstorp, Sweden, last Sunday — the first win for the Yardley McLaren M23.

Photo : Phipps Photographic



## Formula 1 seat vacant—Galli retires

Nanni Galli rather surprisingly announced his retirement from motor racing last Wednesday at his home in Florence, leaving Frank Williams without a second driver for his F1 Iso team. Galli's longest association in racing had been with Alfa Romeo, and after several successful years in Alfa touring and sports cars he came into F1 in 1970, when he had an abortive drive at the wheel of a second works-prepared McLaren-Alfa at Monza. In 1969 he was also a member of the works F2 Tecno team.

During the 1971 season, Galli took over the paid-for STP-March 711. This was not very rewarding, and in 1972 he alternated in the sole works F1 Tecno with Derek Bell. This year he joined the Marlboro World Championship Team and Frank Williams to drive F1.

His retirement is said to be for "family reasons." His family is known to have been opposed to Galli's racing from the very beginning (he had to start racing then under the "Nanni" pseudonym), and one suggestion is that he is to take over an executive position in the family textile business.

The place in the Williams team alongside Howden Ganley is now

being bid for by several drivers. Henri Pescarolo is believed to be in the running for the French GP at Paul Ricard next week, although Williams has yet to speak with Pescarolo.

A second possibility is that Tom Belso, who impressed the Marlboro personnel at Anderstorp during his handful of practice laps in the Galli car, will undertake some more tests in England. A more permanent place would presumably involve Belso in finding sponsorship.

Nanni Galli—retires from racing.



## Italian GP in trouble?

The cancellation of the Rothmans European F5000 Championship round at Misano-Adriatica last week raises certain doubts about the future of motor racing in Italy.

It was the local municipal authorities who decided that the race should not be held. According to an Italian source, the track was not authorised by the Italian motor sport body for any cars bigger than 2-litres, this in spite of statements by many drivers that Misano is one of the safest

circuits in Europe.

However, the municipality played safe since its understood that legal proceedings have been taken against the mayor of Monza following the recent motorcycle accident in which Jarho Saarinen and Renzo Pasolini died. Italian law requires a scapegoat to be found for accidental deaths, and if the Monza proceedings continue, this could affect all motor racing in that country, and the Italian GP in particular.

## Hulme wins Siffert award in Sweden

Denny Hulme was the deserving winner of the 100-gramme gold ingot *Prix Rouge et Blanc Joseph Siffert* at Anderstorp. He collared all but two of the 10-man jury's votes, cast by members of the International Racing Press Association. *Rouge et Blanc* positions after seven rounds of the F1 World Championship stand as follows:

1, François Cevert, 16 pts; 2, Denny Hulme, 14; 3, Emerson Fittipaldi and Jackie Stewart, 8; 5, Carlos Reutemann, 5; 6, Jody Scheckter and Wilson Fittipaldi, 4; 8, Arturo Merzario and Ronnie Peterson, 3; 10, George Follmer and Niki Lauda, 2; 12, Jacky Ickx, 1.

The prize commemorates the late Joseph Siffert, and the jury makes its choice according to its assessment of the "fighting spirit" shown by the drivers competing in each GP.

## Latest news on John Player GP

The Formula 1 Association and promoters of the John Player Grand Prix appeared to have moved towards agreement over their financial differences when AUTOSPORT closed for press on Tuesday.

"A state of conversation exists. It has never not existed," commented a cautious Peter Clark, chairman of Silverstone Circuits, on Tuesday. A similar approach was reported by MRD's Bernie Ecclestone, a member of the three-man Finance Committee of

the F1 Association.

The entries for the British World Championship round, scheduled to be held at Silverstone on July 14, closed on June 10 with a handful of privately entered Formula 1 cars and F5000 make-weights. The RAC have held all entries in obedience until July 2, the date specified in the regulations for the publication of the final entry list. The atmosphere, in the meantime, is one of "it will all come out in the wash."

## Gardner shunt

Frank Gardner was back at the Lola works in Huntingdon this week, little the worse for a heavy shunt while testing the new Lola T340 Formula Ford at Snetterton. It is not yet known how the accident at Russell occurred, but Gardner was taken by Eric Broadley to hospital for a check-over afterwards.

The T340 is destined for production. In the prototype car Patrick Neve has consistently equalled the current FF lap record at Snetterton.

Gardner—accident while testing.



## Capri stars

Jackie Stewart and Emerson Fittipaldi team together to drive a Ford Capri in the European G2 race at Nurburgring on July 8. Stewart will also drive a Capri at Paul Ricard on September 2 and in the Watkins Glen World Championship for Makes on July 22 when his co-driver will be Jochen Mass.

## Schnitzer

Bernard Ecclestone confirmed this week that Wilson Fittipaldi's F2 Brabham will be fitted with a Schnitzer-tuned BMW engine when it goes to Rouen this weekend.

But there was no commitment to this form of power for the entire year. "We'll just have to see how it goes," said the MRD chief this week.

## Scheckter in French GP

Peter Revson will not be competing in the French GP at Paul Ricard on July 1 because of the clashing Pocono USAC race, and his place in the Yardley McLaren M23 will be taken by Jody Scheckter, who will be having his second Grand Prix of the season.

## English-made Tecno to make debut in French GP?

Missing from Anderstorp on Sunday was Chris Amon's Martini Tecno. Tecno boss Luciano Pederzani decided to give this distant race a miss in order to concentrate on getting the latest designed-and-made-in-England Goral Tecno ready for the French GP at Paul Ricard next week.

Apart from a split in the works effort, missing the Swedish race enabled Tecno to save their engines, which are in rather short supply at the moment. Another problem has been a shortage of Hewland gearboxes, and although the Goral car (designed by Gordon Fowell) has been in Bologna for several weeks, it is not expected to be complete until

next week.

The Goral-designed Tecno is built very light (the bare monocoque tub weighs in at a mere 105 lb), but much of the existing "Tui" Tecno's handicap lies in the flat-12 engine, and it doesn't seem likely that the latest car will be right down to the limit.

Its suspension uprights are fabricated, and there is provision for inboard front brakes, although these are unlikely to be seen for some time. David Yorke and his team hope to be at Misano for testing at least a week in advance of Ricard, and a decision about which car is to be used in France rests on the results of these tests.



## Pit and Paddock

### Restriction on tyres lifted for Tour

The revised tyre regulations for the Avon Motor Tour of Britain announced in last week's Pit and Paddock have been withdrawn. After trying to ban certain "special tyres," the BRSCC found that they couldn't impose their restriction as the RAC competition rules state that they would need the written approval of all competitors, and as this would have been impossible the restrictions have been lifted.

A special Avon Trophy and £25 will be awarded to the highest placed competitor in each class in the final classification who do not run on such

tyres as the Kleber V10 RS and the Michelin X TA3.

Another award for the Tour is being made by Lucas, who are offering awards of £15, £10 and £5 respectively for the first three in each of the four classes in the night races at Snetterton. Lucas are currently working with the BRSCC in developing a suitable alternative to flag signals for the night races.

● Following the withdrawal of the Reeves Escort in the Nürburgring 6 Hours on July 8, Dave Brodie is looking for a drive in either that event or in the Avon Motor Tour of Britain.

*In preparation for the Tour of Britain, Graham Hill is seen testing the Datsun Bluebird at Oulton Park, where times were disappointing compared with the class record.*



● A new entrant to the STP Production Sports Car Championship are Roller Chain Distributors. The Wolverhampton-based company are sponsoring a Triumph TR6 in the championship for drivers John Handley and John Rhodes. The TR6 will normally be driven by Handley, but when his G1 commitments clash, Rhodes will take his place. The first appearance of the Roller Chain Distributors TR6 will be at Mallory Park this Sunday.

● The state of Swede Savage gravely injured in the Indy 500, continues to cause anxiety in the Methodist Hospital, Indianapolis. Apart from burns, multiple fractures to both legs and one hand, he has breathing problems, and is still critically ill.

● The second round of the CanAm series at Road Atlanta on July 8th will be run in two parts of 100 miles with the results being the aggregate of the two parts. It seems that all future CanAm races will be run in this manner.

The CanAm race at Michigan on September 15 has been can-

celled and has been replaced by a USAC race at the same circuit. Another American race in doubt is the L&M Formula 5000 Championship round at Dallas on August 5.

● Further to our report of the historic sports car race at Le Mans, the up to 1250 cc class was won by Bert Young driving Anthony Hutton's Lotus Elite which was using a 1098 cc engine prepared by Climax Engine Services. The car ran with the large-engined sports cars, as against the French up to 1250 cc contestants who ran with the pre-war cars.

● Stuff Enterprises are to sponsor Vernon Davies' U2 in clubmen's sports car races for the rest of this year and the car will appear in the firm's colours of brown and white. Interesting note is that Stuff is run by Keith Stanbury, brother of Davies' main opponent Noel Stanbury.

● Ken Appleby's Nautica Transport Ltd will be running two Elden Mk 8 Formula 3 cars in the near future for Andy Sutcliffe and Mike Catlow.

### James Hunt to drive A. J. Rivers Camaro

James Hunt is to replace the injured Richard Lloyd in the A. J. Rivers Racing Chevrolet Camaro in the Avon Motor Tour of Britain and in the Spa 24 Hours Touring Car race.

Richard Lloyd suffered a crushed vertebra in a recent road accident and although he was released from hospital at the beginning of this week, Richard will not be able to race again for some time while he fully recovers from his injuries. Unfortunately this will put an end to his chances in either the Britax or Castrol production saloon car championships with the Rivers Camaro although he will be back behind the wheel of the car later this year.

Two of the biggest projects for the team were the Avon Tour and the Spa 24 Hours, and Lord Hesketh's Grand Prix driver James Hunt will be available on both dates to make his first bid in saloon car racing. At Spa he will drive the car with Dave Brodie in the Group 1 section.

In the Avon Motor Tour of Britain, Hunt's co-driver will be AUTOSPORT's Robert Fearnall, the original co-driver with Richard Lloyd. On this event the car will

be backed by Lendrum and Hartman, the large West London-based General Motors dealers whose managing director Graham Bennett sees this as a possible start to a more ambitious programme. The Camaro is maintained at the American Car Centre with engines prepared by Racing Services.

*James Hunt — replaces the injured Richard Lloyd for two events.*



### CanAm future in balance

No concrete news yet from the SCCA regarding the future of the CanAm series. At the beginning of last month European racing car constructors were canvassed over proposals to make the 1974 series for 3-litre racing/5-litre stock block sports cars.

Reaction in Europe was favourable, but the proposals have not yet been ratified by the SCCA. The governing body had always stated that it will issue a year's notice over any regulation changes. Traditionally the first CanAm race is in early June, which means that the promised year has already elapsed.

A further proposal that has been rumoured is for two classes in CanAm racing—a free-for-all plus a 3-litre/5-litre subdivision.

### Dolomite Sprint for Group 1

British Leyland's exciting new Triumph Dolomite Sprint—there's a road test on pages 40-41 of this week's issue—has been put forward for Group 1 recognition already. The makers have apparently been producing the 16-valve 2-litre car in volume since the beginning of the year. For Group 1, 5000 units have to be produced within the year.

Although British Leyland deny any possible motor sporting ambitions for the Dolomite Sprint, its rapid homologation leads to speculation over Group 1 racing prospects. Next year, for instance, the 2-litre class of the G1 RAC Touring Car Championship will attract the anticipated 2-litre Ford Escort, but can the Dolomite Sprint challenge Ford domination in this class in Britain?

### DART and GRD merge

Denys Dobbie's links with GRD were strengthened this week with the announcement of a sounder financial basis to the DART racing with GRD team for 1974. This will be the official works team, whose drivers have still to be announced. GRD will remain the manufacturing company, but GRS and GRS International are to be wound up. Further interesting announce-

ments are expected shortly from GRD.

A full winter test programme will be undertaken in South Africa and Japan, and next year's DART/GRD plans embrace F5000 in Europe and the US, 2-litre sports car racing, Formula 3 and possibly F2. Mike Warner and Nick Chadwyck-Healey have joined the DART board and Dobbie has joined the GRD board.



# Pit and Paddock

## Laffite scores again in F3

The 12 lap Formula 3 race accompanying the 2-litre sports car championship race at Clermont Ferrand provided Jacques Laffite with yet another victory in his Martini-Holbay Mk 12 over the works Alpines of Michel Leclere and Alain Serpaggi. Couple this with the fact that he was in a car borrowed from Jean-Pierre Paoli, his own having been damaged in a private practice session and you have the makings of a fantastic performance. Laffite was quickest by 0.7 s in practice followed by Leclere, Serpaggi, Beguin (Martini-Holbay) and Larry Perkins (GRD-Novamotor). Only these five were in contention, Alain Cudini being over 2 s away next.

From the start, however, it was only the two Alpines and Laffite contending the lead, with either Laffite or Leclere leading in a fantastic battle, Serpaggi being

continually third, and then a gap to Perkins and Beguin. However, Serpaggi lost a wheel, fortunately without any injury to the driver, so it was just Laffite and Leclere having a tremendous dust-up. Meanwhile, Perkins was suffering severe brake fade, dropping behind Beguin, Pierre Francois Rousselot and Jean Max to finish sixth. The leading squabble remained as exciting as ever with both drivers leading at different times. However, the lead on the last lap was Laffite's and he held on to win by 0.3 s to complete his hat trick: Pau and Monaco being the two previous victories.

Alpine, however, kept their head up in the face of huge Martini opposition in the Formula Renault battle, Patrick Tambay winning from Maxime Bochet, Rene Arnoux both Martini mounted, with another six Martinis until the first Hampe.

## Full turn-out at Osterreichring

The seventh round of the World Championship for Makes takes place at the Osterreichring this Sunday and with Matra not far behind Ferrari in the placings, competition is bound to be keen in this, the last European round in the series.

Ferrari's two cars will be driven by Ickx/Redman and Pace/Merzario, while Autodelta should have two Alfa Romeo 33TT 12 s on hand for Andrea de Adamich/Carlo Facetti and Rolf Stommelen/Peter Revson, although Clay Regazzoni is expected to appear in one of the cars too. Matra have entered two cars for Beltoise/Cevert and Le Mans winners Pescarolo/Larrousse. Porsche have entered three Carreras for Muller/van Lennep, Koinigg/Schurti and Follmer/TBN, while Gulf Mirage will be fielding their usual two cars for Bell/Ganley and Hailwood/Watson and there is a strong 2-litre representation from Britain as well.

## Rouen F2 this weekend

Rouen's annual round in the Formula 2 Championship takes place this weekend and most of the leading teams have entered this basic round, headed by the Texaco Stars of Fittipaldi and Peterson and Championship leaders Jean-Pierre Jarier and Jochen Mass. Roger Williamson will be having his first race in the March-BMW. The race will be run in two heats and a final. A number of British Formula 3 drivers have entered the supporting Formula 3 race at this meeting.

## Formula 3 check at Thruxton

Further to our Thruxton report on page 37, Matt Spitzley's March was disqualified from its sixth place for being underweight. In an overdue effort to establish more control over Formula 3 eligibility, all the first six cars were weighed after the race and two were found underweight, one of which was corrected by the addition of more oil. It was pointed out that at club races certain tolerances are allowed, but if the same findings had occurred at an international Formula 3 race then more cars would have been disqualified.

For the rest of the season further attempts will be made to check Formula 3 eligibility, both with the weight of the cars and on the legality of engines, the latter point causing many entrants much concern at the moment.

## Formula Ford engine dramas

After Saturday's Castle Combe BOC round, 16 drivers protested the engines of Terry Fisher and Peter Orlando. The respective Tasman and Longman mills were sealed to the specification of the protestees and taken away in the boot of the RAC Steward's car. Some murmurings were heard inquiring where the Ford scrutineering van was, that had been promised all season. The answer: at Hockenheim for the Euro FF round.

- Mike MacDowel was using Firestone tyres—not Goodyear as stated in our report—when he broke the hill record at Shelsley Walsh on June 10.

- The Donnybrooke CanAm round scheduled for this weekend has been cancelled.

## "Fangio" stars at Mallory



Drama in the FF race at Mallory recently when a local dog named Fangio got onto the track.





# John Player Grand Prix

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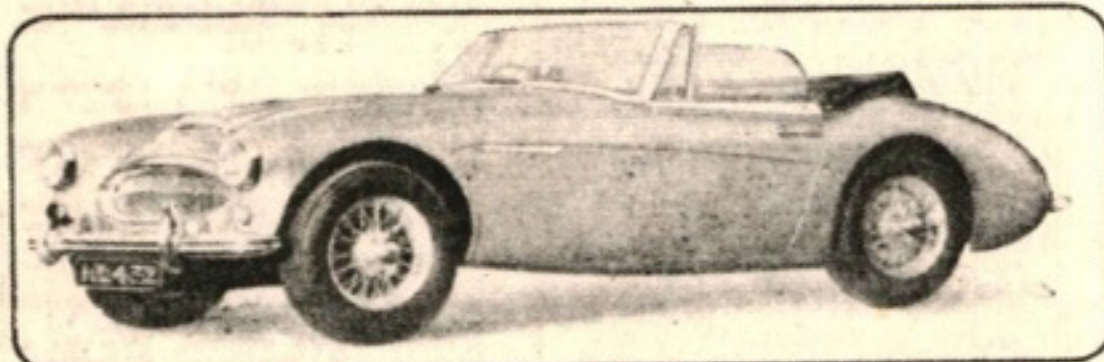
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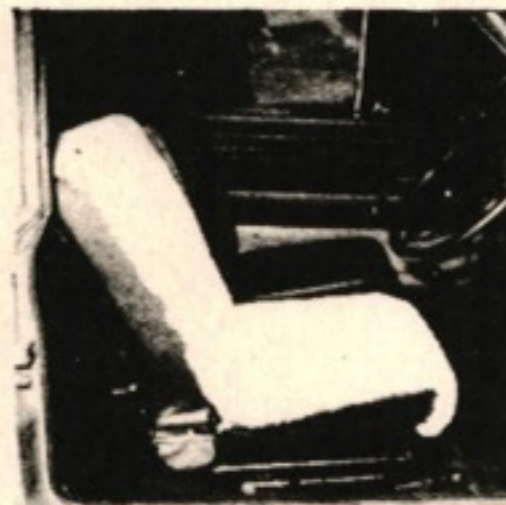
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# All your weekend sport

## MALLORY PARK

A 25 lap round in the BP Formula Atlantic Championship with entries from David Purley, Cyd Williams, John Lepp, John Nicholson, Bev Bond, Ray Mallock and Tom Walkinshaw heads a star-studded Championship meeting at Mallory Park this Sunday. Also included in the programme are three heats and a final for the BOC Formula Ford Championship, two races for the Shell-sport/Gregor Grant clubmen's championship, an STP production sports car championship and two saloon car races.

Over 90 Formula Ford entries were received, of which 72 have been accepted to practice for the three 7 lap heats and a few of the prominent entries are Donald Macleod, Bob Arnott, Derek Lawrence, Stephen South, Richard Morgan, Tiff Needell, John Crowe and Syd Fox.

There are separate races for the up to 1-litre and over 1-litre clubmen's cars with overall championship leader Richard Mallock having a difficult task to increase his lead when he has such strong opposition from Melvyn Coon, Rob Cochran, Frank Sytner, Vernon Davies, Noel Stanbury and Richard Groombridge. The STP production sports car series looks like being

a much brighter proposition with Nick Faure's Porsche Carrera having to contend with similar cars of Mike Wooley and Count Giovanni de Stefano, Chris Meek's de Tomaso Pantera and Alan van Doren's Chevrolet Corvette in the large class, while Shaun Jackson's Triumph TR6 has to contend with a similar car driven by John Handley. It all sounds much more exciting.

Geoff Wood's 1700 cc Ford-engined Mini heads the saloon entry against Dennis Nott's Chevy-engined Escort, Bill Cox's Capri-Chrysler and the amazing 3654 cc Ford Berpop of Mike Berman.

The first of the 10 races starts at 2.30 pm, preceded by a special 4 lap roller skating race. Admission is 70p and practice is on the morning of the event.

## BRANDS HATCH

The Lombard North Central Formula 3 Championship round is the highlight of Sunday's nine race programme at Brands Hatch and the 20 lap race promises to contain plenty of action with entries from Russell Wood, Leonel Friedrich, Ian Taylor, Richard Roberts, Tony Brise, Alan Jones, Mike Wilds, Neil Ginn and Barrie Maskell.

Possibly the last Consul race? Roger Clark kicks up Castle Combe dust and hay during the return rally/race drivers race in Consuls, which resulted in at least one written-off car, and only three unmarked cars. However, rally drivers did better than at Brands, coming second, third, fifth and eighth.



The MCD special saloon car round should provide lots of fun with the Escorts of Tony Sugden and Nick Whiting, Tony Mann's Anglia matched against the quick Minis of Terry Harmer, Ian Richards and Bernard Bird while the 1-litre section sees a confrontation between the Imps of Alex Clacher and Ray Calcutt and the Minis of Ray Edge and Peter Baldwin. There's a separate Kent Messenger 1-litre saloon race where the Imps of Calcutt and Homewood have another set-to, while the formule libre race features Jim Moore's F5000 McLaren M10B, Philip Guerola's Brabham BT30/36 and Malcolm Clube's McLaren M1C and the Townsend Thoresen FF race should be a benefit for Frank Hopper. The TVR Tuscans of Brian Hough and Chris White are included in the non-championship mod sports race and other events in this packed nine race programme are rounds in the Mini 7 and Mini Miglia Championships and a Shell Sport Mexico race.

First race starts at 2.30 pm.

● At Cadwell Park the NSCC have a club meeting with their usual line-up of assorted races and exciting entries and the meeting starts at 2.30 pm.

## Keep on trucking!

There's a new trend in fun-cars. In the USA and Australia, the pick-up is the favourite car for the young and active, or for anyone who follows outdoor pursuits. Light enough to be lively, it will carry a boat, camping equipment, or a spare engine for the racer. Above all, it gets over the insurance problems of the sports car, and it's different.

In England, many of our pick-ups are really open lorries for builders or farmers, but the models for the so-called leisure market should have attractive styling. Such a vehicle is the Mazda 1600 pick-up, which has all the amenities of a private saloon and distinctly sporting lines, hiding the fact that this is

a beast of burden with a 1-ton capacity.

The engine is an efficient four-cylinder overhead-camshaft 1600 with a cross-flow head, which drives through a four-speed gearbox and divided propeller shaft. Most important, there is an immensely rugged separate chassis frame, which is virtually immune from the ravages of rust—essential for a car which is likely to be used on the beach. The front suspension is by wishbones and there are semi-elliptic springs at the rear. There are hefty drum brakes all round, for although discs are fashionable, drums still require less maintenance over a really large mileage.

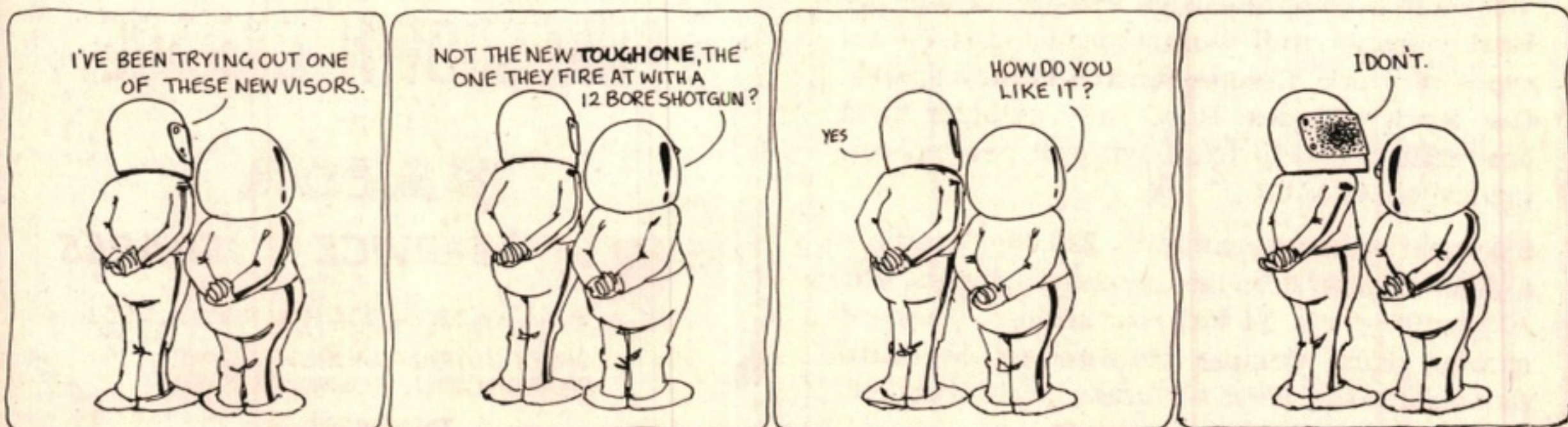
The Mazda 1600 pick-up will exceed 80 mph and carries three people comfortably inside. Price including VAT (no car tax) is £1,148.40.

## INTERNATIONAL DIARY

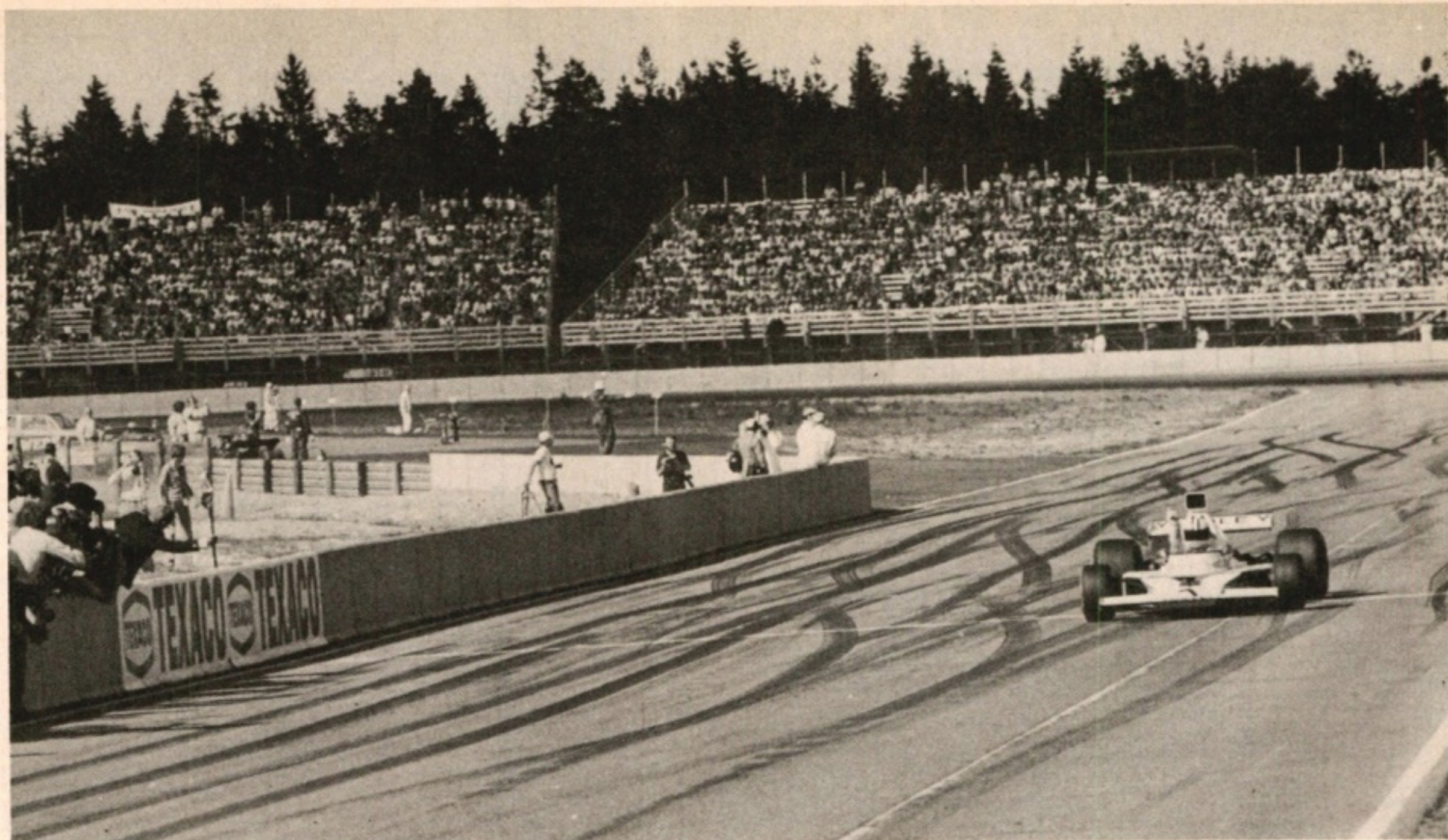
- June 21/24  
Zlatni-Piasatz Rally, Bulgaria (European Rally Championship for Drivers, round 15).
- June 24  
Rouen, France (European Championship for Formula 2 Drivers, round 9).  
Osterreichring 1000 kms, Austria (World Championship for Makes, round 9).  
Nivelles, Belgium (European Championship for GT cars, round 4).  
Norisring, Germany (Interserie, round 4).  
Nürburgring, Germany (G2, G4, FV, FSV).
- July 1  
French Grand Prix, Paul Ricard (World Championship for Drivers Formula 1, round 8, and John Player F3 Championship, round 7).  
Trento-Bondone, Italy (European Hillclimb Championship, round 5).  
Zandvoort, Holland (Rothmans Formula 5000 European Championship, round 9).  
Schaefer 500, Pocono, USA (USAC).  
Donnybrook, USA (TransAm).
- July 4  
Firecracker 400, Daytona, USA (NASCAR).
- July 6/7  
Vitava Rally, Czechoslovakia (European Rally Championship for Drivers, round 16).
- July 8  
Osterreichring, Austria (European Championship for Formula 2 Drivers, round 10).  
Nürburgring, Germany (European Championship for Touring cars, round 4).  
Estoril, Portugal (European Championship for GT cars, round 5).  
Road Atlanta, USA (CanAm Challenge Cup, round 2).  
Cesana-Sestriere, Italy (European Hillclimb Championship, round 6).  
Mallory Park, England (Rothmans Formula 5000 European Championship, round 10).  
Leinster Trophy, Mondello Park, Ireland.  
Misano, Italy (G5).

## CATCHPOLE

By Barry Foley







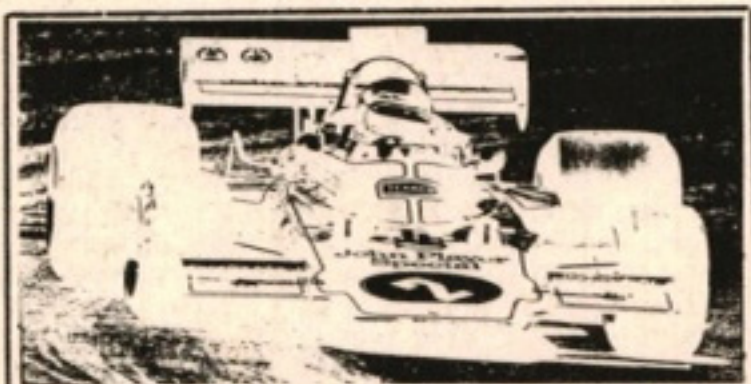
Denny Hulme takes the chequered flag in the Yardley McLaren to take his first Grand Prix win of the year.

## SWEDISH GRAND PRIX

# Denny snatches Ronnie's home glory

By PETE LYONS    Pictures by PHIPPS PHOTOGRAPHIC    Race data by ALAN PHILLIPS

Denny the Bear! The Hitachi Grand Prix of Sweden at Anderstorp last Sunday was the most exciting in a long time, a nose-to-tail battle all the way between Peterson, Fittipaldi, Stewart, Cevert, and Hulme, and the Yardleyman came through at the end to win. Any idea that he won because the others dropped out or back, which in fact they did at the very end, is squashed by the fact that Denny's drive took him back up from a 15 s deficiency caused by a stuck throttle at mid-distance. Once he'd cleaned his slides, he put his shaggy head down, switched off his rev limiter, and set the day's fastest lap in reclosing the gap up to the leaders. He was right with them again, feinting to get by, when all of a sudden one by one they all ran into trouble, and the McLaren M23 proved finally what an excellent Grand Prix car it is. For Ronnie Peterson, who had started from pole and led his own country's first GP every lap until two from the end, it was yet another let-down. This one was more bitter than all the rest; it was simply a puncture. Emerson Fittipaldi had backed up his team-mate all the way, fending off the attacks of Jackie Stewart all during the second half of the race until a fractured brake fitting suddenly dropped him back and a broken gearbox stopped him completely, only a couple of laps from the end. He stood on the sidelines watching Stewart harry Peterson, fending off Hulme at the same time, thinking both of his team-mate's chances of a first victory and his own points situation. The Tyrrell solved the worry by breaking a rear brake disc, which did not stop Stewart's onslaught but dropped him into fifth place, so in the championship Fittipaldi still leads by two points. This as the half-season mark comes up.



World Championship/  
round 7

## ENTRY

The Hitachi-sponsored round followed so closely upon the Monégasque, which had been so rough on so much machinery that to return to base, fix the damage, and set out again for Sweden was just within the ability of a good, efficient F1 team. The atmosphere of the Anderstorp event was in fact oddly reminiscent of an American CanAm, in that few teams had time to experiment with anything new, nor feel totally confident they'd found all the cracks, nor even see anything of the countryside as they just travelled, travelled, travelled. Even the locale was like a track in the

north-central States, perhaps Minnesota: crystal-clear air, endless soft forest, thousands of lakes—and thousands of Scandinavians. The circuit was in keeping, a small-scale artificial plant with lots of rough edges and a staff of tremendously enthusiastic and helpful people without very much experience. The food, the cars, the style of living, the style of décor, the prices—it was the long-awaited second US GP!

The track at Anderstorp, a smallish town in the south-western bulge of the country nowhere near any population centre, was built a few years ago as a co-operative effort between a group of people interested in racing and a group interested in flying. On flat ground, in fact a reclaimed swamp, they laid out a 2.49-mile lap of eight corners and one longish straight (which doubles as the aircraft runway). The corners all run to a type, with a constant radii and flat surfaces; a few are banked; none is linked together into any real sequence; it is in fact a rather unimaginative, uninteresting layout.

The expression "micky-mouse" comes inevitably to mind, but Stewart remarked, "I think that by the time the race is over, some of the drivers who think this place is micky-mouse will have a little more respect for it. There are several quite difficult corners—the long one, the Karusell, is one, and the two at the end of the straight are quite tricky. Also, the one that leads on to the straight is important because of the straight." He went on to explain that what was needed in a car here was handling set to give a steady oversteer. "With a





In close company are the Tyrrells of Cevert and Stewart and Hulme's McLaren.

long, constant-radius corner you want to be able to get your front end right in tight to the apex and go round with plenty of power on. If you have understeer it disallows you to get in there." He added that more than achieving a certain behaviour one wanted to achieve it consistently and steadily, all the way through a corner. It was in this virtue that several other cars were noticeably deficient.

The details of the entry may be read from the data panels; all of the 28 cars at the circuit were familiar and so were almost all of the drivers. Tecno with Amon, Pagnossin with de Adamich, Hesketh with Hunt, all gave the far northern race a miss. Merzario was missing from the Ferrari team (away at a 2-litre race) and although his car was available it was never used. At a very late date Nanni Galli decided to give up racing, leaving Frank Williams to choose from a scramble of applicants for the second Iso-Marlboro seat. He allowed Danish F5000 man Tom Belso to do a few careful laps, and promised him a further test later in

the year, but his earned place at the back of the grid was never intended to be filled. The March used by Purley at Monaco (which is actually the chassis used earlier this year by Beuttler) was repainted bright Swedish yellow and entered for Reine Wisell to drive in the first Swedish GP.

Alterations to the familiar cars were few. John Player Team Lotus were back up to four-car strength with Peterson's Zolder car rebuilt. Their recent wing-mounting mods, which allow a flatter angle at will, helped at this circuit. Tyrrells had put the faithful hack 005 back into its Zolder trim, that is the "Lotus 72 copy" configuration with chisel nose and side-mounted water radiators, and both Cevert and Stewart tried it out. Jackie reported more downforce from the front aerofoils as compared with the regular nose, which was an advantage around Anderstorp, but he only did seven laps and concentrated on preparing 006/2. The Brabham fuel pickup trouble at Monaco turned out to be a split collector pot, while the Embassy Shadow suspension failure was

Regazzoni's BRM leads Ganley's Iso Marlboro, Pace's Surtees and Lauda's BRM.



put down to ill-advising plating in a stiffening member. The UOP team had completed another chassis, their fifth so far, to replace the written-off one from Monaco, but Marlboro-BRMs were down to merely a trio of chassis with no spare. The Iso-Marlbors both had their water radiation moved to the front, to try to solve the overheating problems, and they had larger airboxes as well for better ram effect—it seems that the size of your airbox has a surprisingly big effect on your performance at all speed ranges. Here and there other teams had carried out minor mods and new ideas, but generally there hadn't been enough time to do anything radical.

## PRACTICE

The same generally uninspired mood prevailed over the two days of practice as well. Nothing much really seemed to be happening. Journalist-beavers, who usually come up with far too much information, were this time going round to their deadly rivals offering to trade data merely to have something to fill their yawning notebooks. But the harsh fact was, there wasn't much to write about.

The general complaint all weekend was handling. Whether it was tyres or not, most drivers weren't happy about their cars. Understeer was a very common problem, and so was a frequent inability to tune chassis to be stable through the entire length of the longer corners. Even Ronnie was talking about understeer, but he must have found a way to overcome it because you'd never know it by watching him! Time after time he would come sliding through the Karusell, tail hung all the way out on full opposite lock, foot hard down and blue smoke pouring off the outside rear tyre; it was exactly what Stewart had been talking about carried to a surrealistic extreme. His general confidence, his spectacular driving, the fact his cars were for the most part reliable all through practice, all started people saying "This one is going to be Ronnie's race."

From Peterson's pole on down, the grid places tended to reflect a driver's happiness with his handling, so that those toward the back were unhappy indeed. A problem was the track surface itself, which seemed to lose adhesion progressively all through the weekend. Friday was, for most people, a faster day than Saturday, although the weather stayed the same. Stewart had some kind of a duff engine on Friday, which with the steady track deterioration hurt his attempts to gain the front row. Similarly, Fittipaldi spent some time fiddling with his chassis before he was ready to go really fast—he also had two separate cases of suspension upright failure on his training car, which robbed him of some time if not some will-to-go. (The failures seemed to be a failure in crack-testing, because it appeared the broken units had been taken from the Monaco race car after its cooling-off-lap shunt with Stewart.) Thus when it was all over, and the officials had sorted out their rather stupid time-keeping computer, and Ken Tyrrell had had his little joke with Colin Chapman, it was the two "old men" pushed back on to the second row by their upstart young back-up drivers. Reutemann's driving put his Brabham on fifth best starting spot, right next to Hulme, who remarked, "All this chucking about you have to do here goes against the grain. It's not my style, I like to be smooth-smooth, boy."

Denny had only a few smallish delays in practice. Peter Revson by contrast had a couple in one day, an electrical plug coming apart and later a halfshaft shearing. Never was he happy with his car, saying that after about five laps something seemed to go wrong with the front end and it started floating all over the road. Graham Hill had an oil leak drama followed by an obscure ignition trouble, which responded only to the use of a replacement spark box. The STP March was in transmission trouble again, Jarier losing a final drive unit on the first day and having a jumping-out-of-gear delay on the



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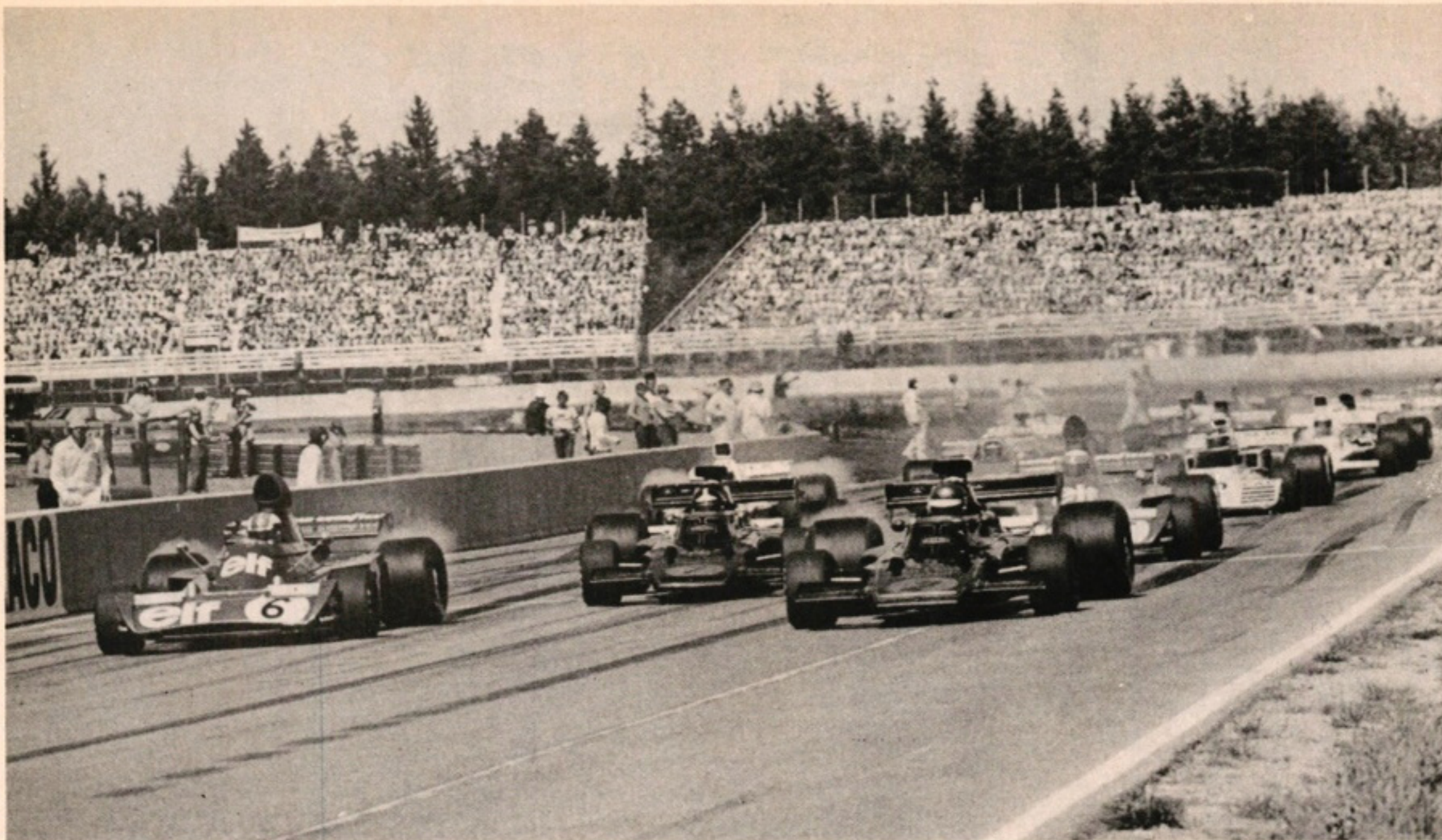
Because we knew Ronnie Peterson was someone to contend with. Which is why this year, he's driving a John Player Special on our ordinary Texaco petrol and Havoline oil.

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*The start of the first Swedish GP.*

second. Regazzoni lost Saturday with an engine blow-up, a case of a cylinder liner splitting, while Pace's newer car had a frightening 10 ft high shunt when a rear wheel centre sandwich pulled out of its disc. Quickly some older wheels of Surtees manufacture were put on his spare car and on Hailwood's.

On Friday, Follmer's first practice of his brand new car was stopped abruptly by a shunt with a post. Apparently a rear brake fitting cracked, and the Shadow plunged

straight off the end of the first turn past the pits into the catch fence. Normally that would have not caused too much damage, but one essential detail had not been carried out on the fence posts—they hadn't been sawn partly through as per CSI specification. That meant a collision as into a young tree and a dirty great wrinkle in the left front of the brand new tub. That wheel was forever more nearly an inch to the rear of its mate, and the handling was correspondingly evil. "It turns left real fine," said George,

"but the other way it doesn't want to turn at all." Later that same day the erratic handling caused a second spin, which damaged a nose piece. That night the posts were given a quick saw job.

Ganley was another to visit the boondocks, going off a total of three times during practice. Once, apparently, the rear wing mounting broke, once "I was just trying too hard," and on Sunday morning the throttles stuck wide open and shunted Irol into a cement wall. Until then Howden had preferred its handling—he said his own had been getting steadily slower all weekend—but now the ex-Galli one was too badly dinged to race.

Practice closed on a general tone of puzzlement, for the "slowing" track surface had everyone unhappy. The official computer had not been instructed to show best daily times, only overall qualifying improvements, which was awkward for people who wanted to know how everyone was doing under the same conditions, relative to each other. Normally in such a case one can go to the individual team lap-timers and ask to study their sheets, but in the case of Anderstorp this was a suspect procedure. For some reason the pits and paddock area were on the opposite end of the circuit from the actual start-finish line and the official timers, so no one could be sure whether their own lap-timing had any relationship to what the officials were getting.

This was one more example, if any were needed, of the wisdom of the principle that before an organisation should be trusted with an important event they should be required to operate a lesser (but still international) event first to be sure they do know the ropes.

## RACE

The superior weather continued for race day, and so did the superior mechanical fortune. During the Sunday morning half-hour untimed session very little went wrong, although Ganley had his stuck-throttle crash. Fittipaldi's rear crankcase oil seal was leaking, so his gearbox had to be taken off; both JPS drivers felt wind conditions had altered enough to make a ratio change worth while. Hill once more had his ignition box looked



*Peterson and Fittipaldi seemed to have the race all sewn up in the first two positions.*





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*Pace's Surtees suffered from vibration problems; a similar problem affected Cevert's Tyrrell which is behind.*

at, MRD were tracing a fuel pickup problem on Reutemann's car that seemed like that afflicting Wilson at Monaco, and McLarens found a suspension pin in one of Revson's rear uprights was loose, so that was replaced.

By and large, though, every one of the 21 listed starters was ready to race.

Not so the rest of the scene, though. Just moments before the start, when the cars had done their final lap prior to going to the dummy grid, the circuit officials threw a wobbly about the photographers lining the outsides of some of the corners. Never mind that it was slightly late in the day to realise what the photographers were doing—that principle again—nor that all during practice there had been very small children accom-

panying pass-carrying adults into very dangerous areas like the pits and even the outsides of some of the corners amongst the catch fences.

Motor racing in Sweden is considered to be under cold-eyed observation by the government following a very unpleasant accident involving a crowd; Prince Bertil paid us a visit on Saturday and graciously welcome us to his country, but the thought remained in the minds of the circuit officials that they did not want anything to go wrong with their very important race. Thus when they looked up and saw clusters of people poking lenses over the guardrails, they suddenly went into a panic and ordered them moved—to the insides of some corners where there was no guardrail at all. Naturally no

photographer wanted to give up his carefully chosen position. There was no difference here from what they did at every circuit in Europe. Impasse.

Denny Hulme came out around the circuit and, in his capacity as GPDA President calmly and quietly and simply explained the position to each party. It calmed down the photographers to the point where, when the officials exerted their muscle and cleared the most obviously hazardous areas, there was little resistance. We felt a compromise of sorts had been achieved, and several press men spoke up along the lines that their admiration for Denny's handling of the situation was high.

So, after some considerable delay from the scheduled time, the by now cooling race cars were started up again and driven slowly in grid formation halfway round the course to the actual starting line. A pause, the Swedish flag dropped, and all 20 streamed away cleanly. (Wisell, as mentioned above, was missing because his front suspension had pulled away from the chassis.)

As the front row began moving, Fittipaldi placed himself in the middle and joined his team-mate in running into the first corner first. Cevert fell into place behind, with Stewart just after him, and Reutemann holding off Hulme. They all piled into the first long, 180 degree turn, and all scratched around without coming anywhere near any photographer. However, coming out of the next one, the 180 degree left-hander, Wilson F. put a wheel off the road at the exit and went bouncing through the ploughed-up earth hard enough to damage the front radiators and bodywork, and the Brabham moved no farther. Thus it was 19, and shortly it was 18 as Hill got sand in his throttles and stopped on the circuit to clear them. It looked as if a long day of mechanical attrition was about to begin. After all, there sometimes seems to be a principle that the first event on a new circuit is a string of breakages and crashes: there are several cases of that in recent history both in Europe and in America. Why should the first major event at Anderstorp be any different?

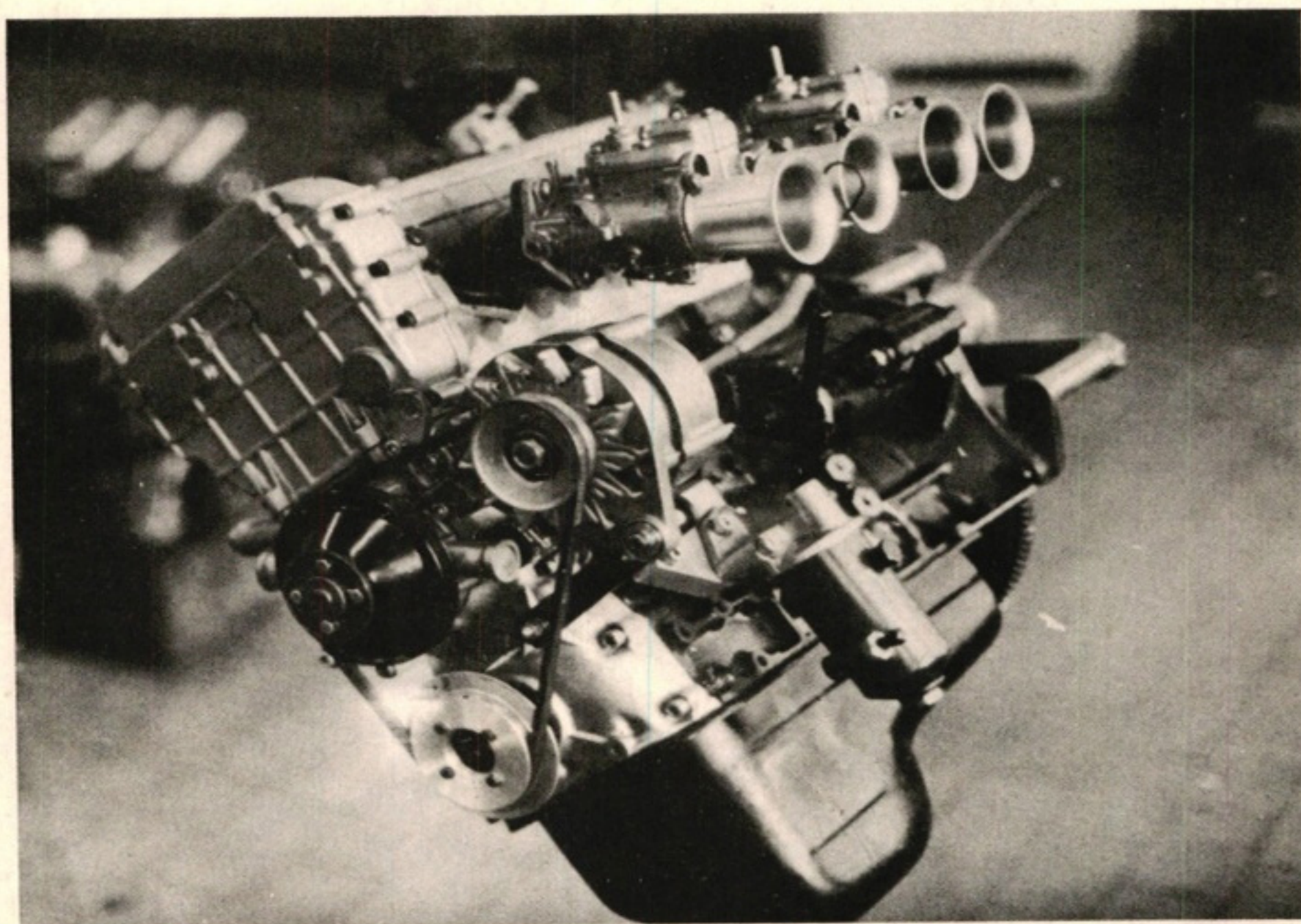
For a couple of laps it looked as if the JPS team were going to run away from the Tyrrell team, but when a gap of a couple of seconds developed it didn't get any wider. Hulme had disposed of Reutemann after a





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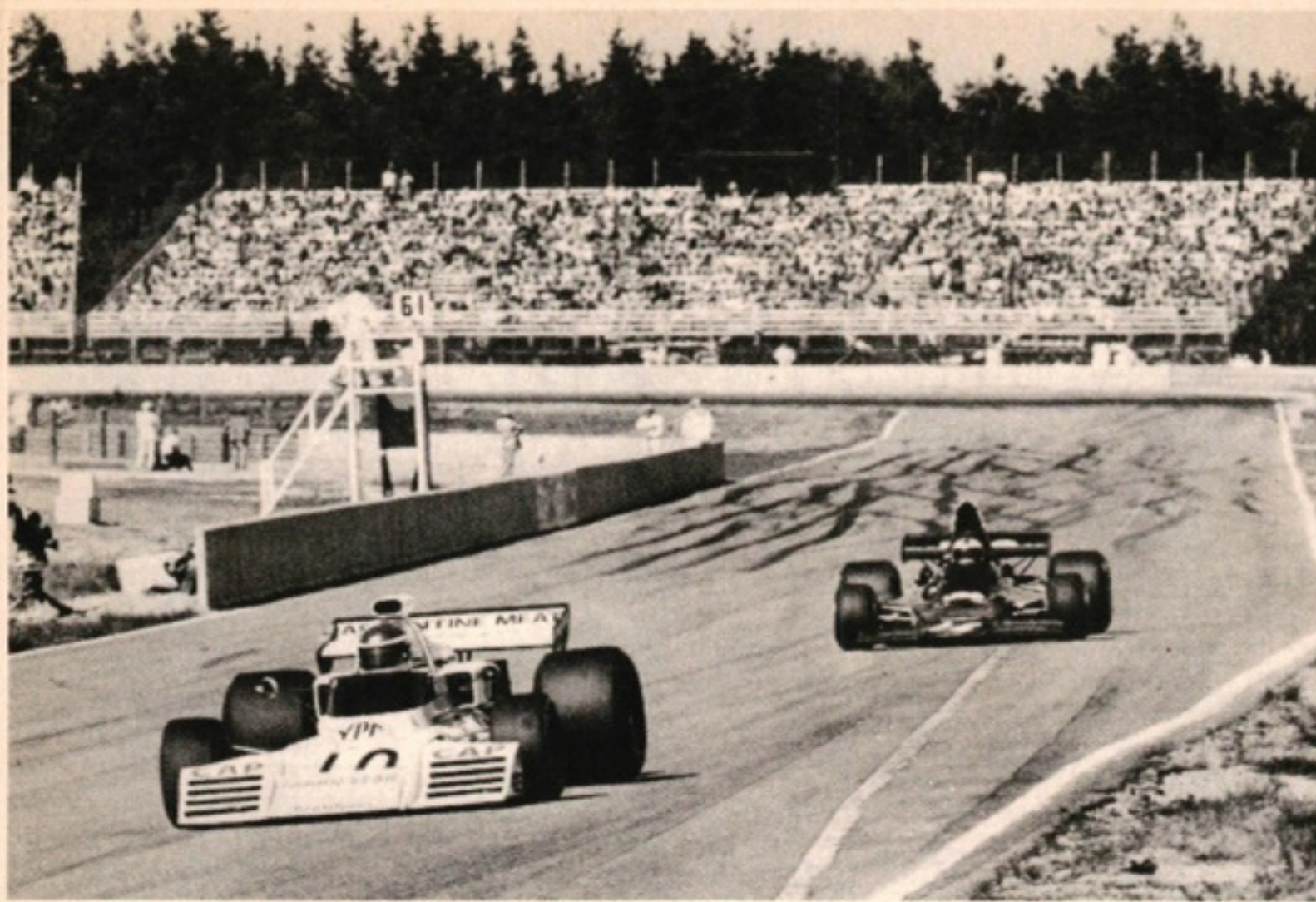
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Carlos Reutemann finished an excellent fourth to score his first World Championship points, seen here leading Follmer's Shadow.

couple of rounds and moved up to the Tyrrells and latched on to them nose-to-tail. These five inexorably moved away from all the rest, but did not lose contact with each other. The two black and gold cars had a small cushion, about half one of the shortish straights, but the pair of Tyrrells plus the McLaren were keeping that constant. It was, in fact, one excellent start to a motor race. It couldn't go on like this, of course. Something would go wrong and spoil it shortly.

But nothing did go wrong up to quarter distance. After quarter distance they were all still pounding around like 10-lap sprinters, wagging and weaving and putting wheels up on kerbs, five of the absolute best drivers in the world having at each other on equal terms. There wasn't any passing going on, but it was a tremendous spectacle. Coming up to half distance, Cevert seemed to falter slightly and Stewart passed him and quite quickly moved away. Ahah! one thought, here it starts, one by one they'll drop out. Cevert was dropping back, his trouble not visible but it turned out to be vibrations from tyres which had picked up gummy debris from the track surface. What would Hulme do now?

Hulme was exactly in the wrong place when, as he and Cevert came round to lap Oliver, the Shadow dropped a couple of

wheels over the inside edge and threw up a huge cloud of sand. Most of it spared the Tyrrell, but a lot of it went right down the McLaren airscoop and jammed the throttles open. The only way he could get through the next corner was to drive with his ignition switch, so Denny slackened right off and headed for the pits. In one of the tight corners on the way the engine died completely, and in dropping the clutch and wiggling the throttle pedal to get it going again he succeeded in freeing the slides completely. Thus he was able to carry on without stopping, but he'd lost in that one half lap some 15 s from his former position 4 s behind the leaders. At the rate they were all pushing each other there wasn't much point in hoping to catch them, but Denny-the-Bear curled his lip, flicked off his rev-limit switch, and kept his foot down. The car was going beautifully, he'd made the right choice of tyre compounds, and it was worth a go.

Back in the pack most of the runners were alone, established into lonely places like Reutemann, Ickx, Revson, and the two Surtees drivers. The two Shadows were into a processional run with Jarier's March, and Ganley had the Iso just ahead of Lauda's BRM, a dice that went on and on and on to enliven the middle of the field. The handling

of Regazzoni's BRM was terrible and so too was his engine, which toward the end broke a valve spring or something. Beltoise too was out of it early, a leaking oil tank causing a stop for a patch before the engine itself blew up.

One after another the midfield strugglers ran into trouble: Hill having to stop for his belts to be refastened after clearing his throttles (dark memory of Watkins Glen!) and again later with ignition trouble; Oliver having both the rear suspension and the gearbox break at the same time; Jarier stopping on the circuit with a broken throttle cable; both Surtees stopping with the same vibration that was afflicting Cevert; only Pace carrying on with a new set of rear tyres; and Ganley losing three places right at the end when the engine, which had slipped to full rich, ran out of petrol. For everyone back there it was a race they won't want to remember. All the action was, incredibly, up at the front.

Peterson and Fittipaldi were still shooting around leading the race, but inch by inch now Stewart was catching them. The Tyrrell was carrying more wing than the JPSs, and although they were faster on the runway it was able to close up little by little in the corners as the track became oily. Little by little Stewart closed on them. Soon they were all three in the same 180 degree bends together, and then they were all in the same 90 degree bends together. He had caught them up and it was now a three-car battle for the lead. It was just like Argentina at the beginning of the season, except it was only one Tyrrell this time against two JPSs. It was Emerson's turn to protect his team-mate, hoping perhaps that Stewart's performance wouldn't force him in the end to make his own bid for the lead. In response to the inevitable question afterwards, he said there was no way he would have been able actually to overtake Peterson, and the question of who would win the Swedish GP hadn't actually been discussed. He must have been getting more and more worried about the last few laps—and now there was Denny to worry about as well. Astonishingly, Hulme had caught them all up! Using revs a thousand higher than anything his engine man had envisaged, and setting lap records, Hulme had made up that long 19 s and joined the front three cars nose-to-tail. They were all going to race to the flag, just like the fabled stories from Monza, but this was a tight little road circuit.

It had to break. Fittipaldi had been losing his rear brakes gradually, and now suddenly he lost his front brakes as well. A brake fitting had cracked on a rear caliper. He couldn't hope to hold off Stewart, and going into the first turn past the start-finish he backed off early and went wide. Like a flash Stewart dove down underneath, but it was very nearly a false move, for the JPS hadn't slowed enough. Emerson was fighting a vicious wobbling slide, which was bringing smoke from the tyres, and he nearly wobbled down into the Tyrrell as it went by. The gap by which he missed a collision had his eyes rolling a half-hour later! He cruised on around, smoke and fluid streaming from the rear, until just before the end his gearbox broke a tooth as well.

So it was three going down to the flag—but Stewart's brakes suddenly failed as well. As at Barcelona, but in the rear this time, a disc broke away from its hub. Jackie had to back right off and use the gears to get into the corners, and there was that part of the dice gone as well.

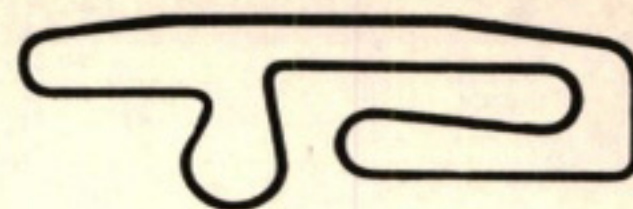
It was still Ronnie leading by inches from Denny, and what a classic finish it was going to be. There is no sentiment in motor racing. Hulme wanted that victory as much as Peterson. It was going to be a fabulous last lap—but no! The crowd, which had been cheering warmly as their boy came round in the lead lap after lap, suddenly sent up a huge groan. Ronnie had slowed right down, and Hulme was through! It was a puncture that had stopped the race, a simple puncture of the left rear that robbed Ronnie of the best chance of his career. But what a motor race it had been.



Welcome back, Denny! Peterson and Cevert seemed just as pleased as Denny about his win.



RACE	SWEDISH GRAND PRIX		
DATE AND CIRCUIT	JUNE 17, 1973. ANDERSTORP	WEATHER HOT SUN. DRY.	
LENGTH	80 laps of 2.48 mile circuit. 199.61 miles.		
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 7.		
NO. of STARTERS	20	FINISHERS	13
WINNER	D. HULME in McLAREN-FORD M23		av. speed 102.65 mph.
FASTEST LAP	D. HULME in McLAREN-FORD M23 no. 7 on lap 6 in 1 min. 26.146 sec.		
EXISTING LAP RECORD	L. KINNUNEN	in PORSCHE 910	in 1 min. 31.3 sec. 98.43 mph.
PREVIOUS YEARS RESULT	NO PREVIOUS RACE in — at —		



NO.	DRIVER	CAR	ENTRANT	FUEL OIL	TYRES	CHASSIS	ENGINE	
1	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEKACO HAVOLINE	GOOD	72D-7	DFV 130	RACE CAR
1T	E. FITTIPALDI	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEKACO HAVOLINE	GOOD	72D-5	-	
2	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEKACO HAVOLINE	GOOD	72D-6	DFV 097	RACE CAR
2T	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	TEKACO HAVOLINE	GOOD	72D-8	-	
3	J. ICKX	FERRARI 312 B3	S.p.a. FERRARI S.E.F.A.C.	SHELL SHELL	GOOD	312 B3 010	Type 312 B	312 B3 oil UNUSED AS SPACE
5	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	006/2	DFV 098	RACE CAR
5T	J. STEWART	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	005	-	
6	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	006	DFV 077	RACE CAR
6T	F. CEVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	005	-	
7	D. HULME	McLAREN-FORD M 23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M 23-1	DFV 061	RACE CAR
7T	D. HULME	McLAREN-FORD M 23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M 23-3	-	
8	P. REVSON	McLAREN-FORD M 23	YARDLEY TEAM McLAREN	GULF GULF	GOOD	M 23-2	DFV 122	
10	C. REUTEMANN	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	YPF	GOOD	BT 42-3	DFV 111	
11	W. FITTIPALDI	BRABHAM-FORD BT 42	MOTOR RACING DEVELOPMENTS	FINA	GOOD	BT 42-2	DFV 107	
12	G. HILL	EMBASSY SHADOW DNI	EMBASSY RACING	ESSO	GOOD	DNI-3A	DFV 133	
14	J.-P. JARIER	MARCH-FORD 721G	STP-MARCH	STP	GOOD	721G-4	DFV 119	
15	M. BEUTTLER	MARCH-FORD 721G	CLARKE-MORDAUNT-GUTHRIE-DURLACHER	SHELL	GOOD	721G-2	DFV 065	
16	G. FOLLMER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP	GOOD	DNI-5A	DFV 125	
17	J. OLIVER	UOP-SHADOW-FORD DNI	UOP SHADOW RACING TEAM	UOP	GOOD	DNI-4A	DFV 126	
19	C. REGAZZONI	BRM P 160 E	MARLBORO-BRM	BP	FIRE	P160E-07	Type 142	
20	J.-P. BELTOISE	BRM P 160 E	MARLBORO-BRM	BP	FIRE	P160E-01	Type 142	
21	N. LAUDA	BRM P 160 E	MARLBORO-BRM	BP	FIRE	P160E-08	Type 142	
23	M. HAILWOOD	SURTEES-FINA TS 14 A	BROOKE BOND OXO-ROB WALKER-TEAM SURTEES	FINA	FIRE	TS 14A-04	DFV 078	
24	C. PACE	SURTEES-FINA TS 14 A	BROOKE BOND OXO-TEAM SURTEES	FINA	FIRE	TS 14A-05	-	
24T	C. PACE	SURTEES-FINA TS 14 A	BROOKE BOND OXO-TEAM SURTEES	FINA	FIRE	TS 14A-03	DFV 083	RACE CAR
25	H. GANLEY	150-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA	FIRE	1R-02	DFV 067	RACE CAR
25T	H. GANLEY	150-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA	FIRE	1R-01	-	FRACTURED BY GANLEY.
26	T. BELSO	150-MARLBORO 1R	FRANK WILLIAMS RACING CARS	FINA	FIRE	1R-01	-	D.N.S.
27	R. WISELL	MARCH-FORD 731	TEAM PIERRE ROBERT	-	GOOD	731-1	DFV 094	D.N.S.

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Mass leads the field on the first lap.

## HOCKENHEIM F2

# Mass' home win

Story and pictures by JEFF HUTCHINSON

Jochen Mass changed his luck at Hockenheim on Sunday when he took his Brian Hart BDA powered, Firestone shod Matchbox-Surtees TS15 to a fine two part victory despite his very meagre opposition. It was a break in the March BMW domination, and not a lucky one either, for Mass was quickest in practice as well and never looked like being headed in the race. His main opposition should have come from Hans Stuck driving the works March BMW, but after a brief early challenge foiled by a faulty rev-limiter Stuck's progress got worse until it ended up with a blown engine at the start of the second 20 lap part. March BMW's face was saved however by a fine performance from Colin Vandervell who took second place in both parts despite pressure from Vittorio Brambilla's similar car and trying to keep up with the flying Mass.

Hot weather and high speed slipstreaming meant that casualty rates were high with the usual big first group being strung out to a thinly spread five cars, all BMW powered except for Mass. Third overall was Jacques Coulon's ex-works March BMW, Coulon stealing the honours from Brambilla after the Italian was penalised a minute for missing one of the chicanes in the first part. Such was the state of the competition however, for the Italian still managed fourth place overall. Mass's win now puts him second in the championship to Jarier.

## ENTRY

With the Nivelles F2 race only a week ago and the clashing Swedish GP and Clermont Ferrand 2-litre races the entry for this event was looking decidedly depleted. As far as the Germans were concerned however, it was a good one, for once again the main attraction of the race was another confrontation between Jochen Mass and Hans K. Joachim Stuck, both of these drivers eager to earn the number one spot in Germany. Mass was driving his usual Team Matchbox Surtees TS15, while Stuck had taken over the works STP March BMW of the otherwise occupied Jean Pierre Jarier.

Surtees had their usual two Brian Hart powered TS15s, the second car for Derek Bell having his second outing for the team this year. A third TS15 was also running entered by Bob Gerard for his mechanic/driver Robert Salisbury, although he was at a disadvantage over the works cars with a less powerful 1850 engine, also Hart tuned. The old ex-works TS10 completed the Surtees entry, the 1850 Hart powered car of Swiss Silvio Moser.

Once again the Motul/Rondel racing equipe looked impressive with five Motuls under their wing, all of them Cosworth BDG powered except for the semi private car of Tom Pryce which was running an aluminium blocked RES tuned BDA engine. Le Mans winner Henri Pescarolo was driving his usual car with Jean Pierre Jaussaud and Bob Wollek in the other two Motul coloured cars while Tim Schenken was driving his plain green "still looking for sponsorship" car.

GRD were present with their two "works" cars for Team Nippon. Tetsu Ikuzawa and Hiroshi Kazato the drivers, both their cars BDG powered. A third GRD 273 was making its second appearance for Claude Bourgoignie, his car a privately run effort sponsored by Marabout books and powered by a specially prepared Broadspeed BDA. This car had not been fitted with some special radiator ducting to prevent overheating problems like the Japanese cars and so Bourgoignie was having trouble in this department. Swiss Jo Vonlanthen was also running his privately entered 1850 BDA powered car.

March-BMWs again proved to be a very popular mount, Hans Stuck leading the only real works attack although the "rent-a-car" deal with Jacques Coulon was a semi-works effort with works mechanics looking after the preparation. STP decals had been crossed out in favour of Coulon's Antar fuel sponsorship though.

Other March BMWs were being run by Vittorio Brambilla, Colin Vandervell, Bill Gubelmann and Roland Salomon while Ernesto Brambilla's usual latest March BMW 732 was not repaired after its Nivelles crash so he arrived with his older March 712 with a Schnitzer BMW fitted. Swiss driver Peter Korda was also running an old 712 which was powered by a David Wood BDA and looked little like a March with Korda's own special body job.

Chevron's only representation was the usual Wood powered car of Dave Morgan entered by Ed Reeves. His latest Chevron B25 should have been joined by the works car for Gerry Birrell but apparently the Chevron truck had an accident on the M1

on the way home from Belgium last week and both the truck and racer inside were too badly damaged to bring here.

Two of the latest Brabham BT40s arrived, the Hart powered example of Andrea de Adamich having his second F2 race under the Brabham banner and in its Fina sponsorship colours, while the other car was that of John Wingfield's with his Len Bridge tuned BDA engine. Two older Brabhams, a BT36 of Roland Binder and a BT38 of Fredy Amweg completed the entry.

A disappointing non-starter for the official practice session was Patrick Depailler in the Elf Coombs racing Elf 2. During unofficial practice on Friday he was very fast recording what would have been a front row time, but going into the fast right hander at the end of the outward straight he lost a rear wheel when the stub axle broke. He had a very large accident and was lucky to escape without injury. Coombs had the second car of Jean Pierre Jabouille in the truck, but despite considerable pressure from Elf, wisely decided to leave the car in the truck, take it back home and find out why the axle broke.

## PRACTICE

Saturday's official practice was split into four 45 minute sessions starting at 8.30 am and finishing at 5.45 pm. The weather was really hot throughout the day and with no real cool late evening session nobody was setting any last minute flying laps. Mass ended up taking pole position with a new record F2 lap of 2 m 1.6 s putting his Ford engine ahead of a whole string of BMWs. Stuck was second fastest with a best of 2 m 2.0 s while Vandervell seemed to benefit from his "works" built engine and set a creditable 2 m 2.3 s. Next came Coulon with 2 m 3.5 s, Kazato getting a lot of courage Kazato completed the third row with 2 m 2.7 s and 2 m 3.5 s Kazato getting a lot of courage now, but also looking very wild in the process.

In general practice was a very dull affair, while nobody had any real problems other than Wollek. First a nut fell down the intake and bent two valves which cost him the whole of the next session, while when it did get going for the last session he was out after a few laps when the engine seized, although oil and water temperatures had been OK according to Wollek. The car had been smoking badly for a couple of laps before it stopped, but there was no apparent serious leak when it was brought back. Bell also had a troubled time, half his time spent walking back to the pits when his engine kept being struck by a mysterious cutting out problem which nobody seemed quite able to trace, although frequent changes of electrics seemed to cure temporarily.

Bourgoignie's car suffered serious overheating and he did very few laps. They even tried the car without its nose, but the trouble persisted so he was starting the race very much as a start line special. Wingfield also seized one engine during the third session and he missed the rest of the day while a new one was fitted. Unfortunately there was no spare for Wollek other than a very old 1850 unit and rather than waste this race and chance of points with an old engine he decided not to start at all.

## HEAT 1

Race day was again hot and clear and with the exception of Bob Wollek the remainder of the field all started without incident—24 cars in all.

Mass jumped straight into the lead from Stuck while at the first corner Kazato was well up and getting very out of shape. As the cars came into the stadium for the first time Mass was still ahead from Stuck with the rest all side by side and nose to tail behind. From the centre of the group clouds of blue rubber smoke came from Kazato's GRD and as the rest of the pack turned right the Japanese knocked down one of the polystyrene marker blocks and almost took German Journalist Eddie Guba with him as he slid sideways across the grass and rejoined the track half way down the field again. Vandervell, Coulon, V. Brambilla,





Vandervell finished an excellent second.

Pryce, T. Brambilla and Schenken followed the two leaders into the stadium while already a couple of cars were in trouble. Wingfield had dropped a plug electrode into the engine, the plug being replaced in the pits but the engine gave up half a lap later as oil pressure disappeared.

Bourgoignie was forced out of the race when the water temperature gauge started to wind itself up as expected while Bell was in the pits with the same misfire and cutting out drama of practice. He went out again but only lasted one more lap when the car stopped again on the main straight and that was the end of his weekend.

Meanwhile his team-mate Mass was really flying and was starting to open up a slight gap from Stuck who unbeknown to the crowd was struggling with an optimistic rev-limiter which was cutting in early at 8,500 rpm, and causing him to lose out at the top end. Vandervell, Coulon and Vittorio Brambilla were having a close dice for third spot while Pryce, Ernesto Brambilla and Schenken were having an equally close battle for sixth place.

The Motul team's luck took a turn for the worse on laps three and four when both Pryce and Schenken pitted with the front of their Motuls full up with grass. Pryce had taken his eyes off the road to find his fuel pump switch to switch the high pressure pump off and had wandered on the grass, while Schenken had been edged over by the infamous Ernesto on the main straight of all places. Like Pryce, Schenken's water gauge shot round and both cars were retired with hot engines. Jaussaud was another early retirement after two laps when his air-box blew off and in doing so broke the fuel metering unit.

As the race went on it became surprisingly drawn out for Hockenheim. Mass was commanding the race and pulled out from Stuck at the rate of 0.8 s a lap opening it up to around 8s after 10 laps of the 20 lap race. Vandervell had been hauling in the slowing Stuck and he put his green March ahead of the red one on the eighth lap while Vittorio and Coulon had closed right up, to make it four car dice for second place. Behind this battling March-BMW quartet a really long gap of over half a minute had opened out to Ernesto who was narrowly leading de Adamich, Pescarolo and Morgan, the two leading cars changing places now and again just to show they were really trying. Kazato had had another spin in the stadium on the second lap which dropped him even further back, but from then on he was managing to keep his GRD more on the island. First he got by Gubelmann and then Salomon slowly closing the gap on the bunch ahead. Kazato's team mate Ikuzawa was out of luck after seven laps when he slowed from his mid-field position with a punctured rear tyre and lost two laps getting back to the pit and having a new wheel fitted.

On lap 11 Stuck went missing from third place coming slowly round half a lap later with the nose of his March tucked under the front left wheel. He had done it all wrong at the chicane trying to hold on to Vandervell and he got his front wheels off the island and caught the edge of the nose. This cost him a lap in all and ended his chances of victory.

Mass drove a sensible race to the finish easing off his speed so as to keep Vandervell a steady 8 s behind to the finish. Brambilla could not hold on to Vandervell and fell back slightly at the finish although he had managed to hold position ahead of Coulon

throughout. Coulon found himself a surprised third at the end however, for Brambilla dropped to sixth place when the organisers gave him a minute penalty for missing one of the chicanes.

E. Brambilla fell behind de Adamich and Pescarolo after he had run wide at one of the infield corners when the engine hesitated, also managing to run over Italian photographer Gabriella Noris' cameras—which must be a sure way of bad press! He also passed by a recovering Kazato a few laps later but then retired three laps before the end when the motor cut out. Kazato made a desperate last lap effort to get by Pescarolo and de Adamich but only managed to split them. This was all in vain however, for he had also missed one of the chicanes and was dropped down to 10th place.

Pescarolo could do nothing but follow de Adamich for the last half of the race for his front brakes were overheating badly while "Ze engine is like from the formula sree." The next places were the result of a race long battle between Gubelmann, Salomon and Morgan, Gubelmann coming out on top with a car's length advantage over Salomon while Morgan fell back to a lonely ninth when the gear linkage oil seal came adrift and he was stuck with second and fourth gears only.

## HEAT 2

With 2½ hours between the heats most of the teams were able to sort out their problems before the next part, only Bell and Wingfield unable to make the grid for they both needed engine changes to run again.

After the usual pace lap the pace car pulled off into the pit road the cars rolled forward for the Indy start, only this time it did not go as smoothly as before. The front rows kept pace up to the actual start line while the tail enders still coming round the curve on to the pit straight all started accelerating hard expecting the front rows to be on their way. The result was a big mid-field braking session with Schenken, keen to make a good start from the back hitting the car in front, up the back. It was only the rear wheel Schenken hit, which put him out with a broken radiator and did no damage to the other car, but the organisers decided to add to his misery by fining him £100 for dangerous driving! Pryce was also a bit keen getting away and touched Ikuzawa, without damage, but enough to knock the angle of the GRD's wing. Motul's luck had still not improved when all the cars finally disappeared for the first lap because Jaussaud went missing after someone had thrown up some dirt which went down the air intakes.

As the cars came streaming into stadium for the first time Mass was leading from Vandervell again, but from the middle of the pack came a great plume of blue smoke and Stuck's car turned out of rank and rolled to a stop with a con-rod poking out of the side of the engine—a piston having broken

according to BMW's chief engineer.

For the whole of the second part Mass was able to cruise around, his only job to keep Vandervell a safe distance in his mirrors which he could do without much trouble keeping the gap around a couple of seconds for there was no need to pull out any more with his first lap advantage. Vandervell also drove a good race, for he was not tempted to try and overstep himself with the sight of Mass just out of reach. He drove a steady race and finished a well deserved second overall.

Brambilla and Coulon were once again in a similar position behind Brambilla led Coulon by a narrow margin for most of the race, the Frenchman taking things easy however knowing he still had almost a minute in hand after the first part.

De Adamich and Morgan started off well running at the head of the next bunch at the start of the heat, but de Adamich fell out on lap 5 when the rubber fuel line to the metering unit split, while Morgan fell foul of the dreaded Kazato. This time the Japanese lost it exiting Sachs Curve in the stadium and Morgan was forced on to the grass to take avoiding action. He then had to stop a lap later to have the grass cleaned out of the radiator, got going again still in ninth place but stopped altogether a lap before the end when the engine suddenly cut dead caused by a suspected electrical fault.

The battle for fifth place went to Pryce after he and Pescarolo had changed places for most of the race, Pescarolo dropping back with the water temperature reading off the clock after the engine had blown a head gasket. Kazato recovered from his spin and just managed to take Ernesto Brambilla on the last lap, although it made no difference to his overall placing which was sixth behind Vittorio Brambilla in fourth place overall and Pescarolo fifth. Silvio Moser drove another steady but slow second part to finish in ninth place which gave him seventh overall. Morgan was still classified eighth despite being two laps down while Salisbury, who lost a lap to the leaders in each heat came in ninth overall. Bill Gubelmann ran out of luck in the second part and lost a good placing overall when he had to make two stops for more water in his overheating March.

### Jochen Rindt Trophy Meeting

Hockenheim, June 17

2 x 20-lap parts, 271.6 kms

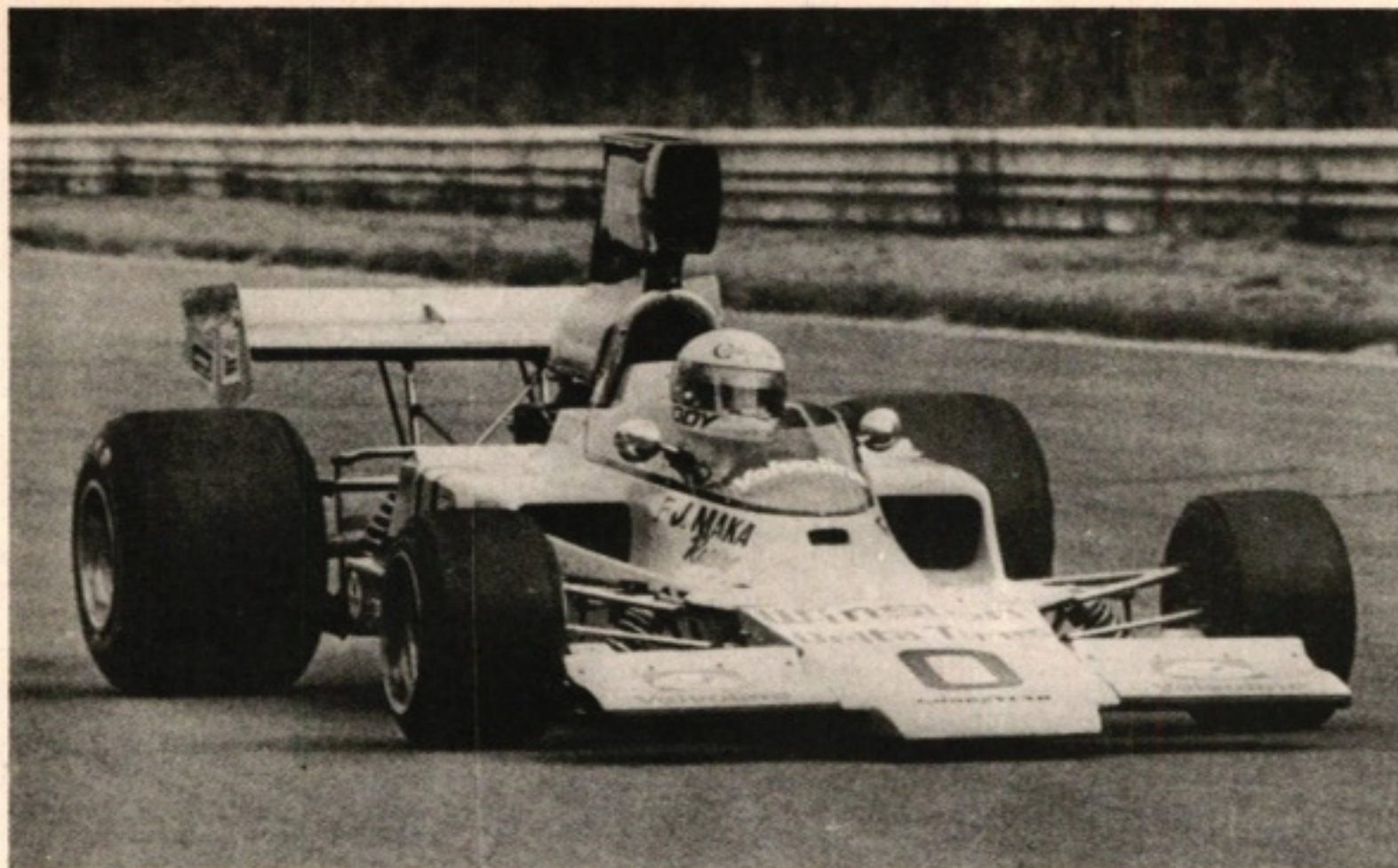
1. Jochen Mass (2.0 Surtees-Hart BDA TS15), 1 h 22 m 20.7 s;
2. Colin Vandervell (2.0 March-BMW 732), 1 h 22 m 31.4 s;
3. Jacques Coulon (2.0 March-BMW 732), 1 h 23 m 4.7 s;
4. Vittorio Brambilla (March-BMW 732), 1 h 23 m 54.4 s;
5. Henri Pescarolo (2.0 Motul-Cosworth BDG), 1 h 24 m 48.4 s;
6. Hiroshi Kazato (2.0 GRD-Cosworth BDG 273), 1 h 25 m 58.2 s;
7. Silvio Moser (1850 Surtees-Hart BDA TS10), 1 h 26 m 23.5 s;
8. David Morgan (2.0 Chevron-Wood BDA B25), 38 laps;
9. Robert Salisbury (1850 Surtees-Hart BDA TS15), 38 laps;
10. Bill Gubelmann (2.0 March-BMW 732), 38 laps;
11. Ernesto Brambilla (2.0 March-Schnitzer BMW 712), 37 laps;
12. Fredy Amweg (1850 Brabham-BDA BT38), 36 laps;
13. Tetsu Ikuzawa (2.0 GRD-Cosworth BDG 273), 36 laps;

Fastest lap: Mass, 2 m 2.7 s, 199.17 kph.

The Pescarolo/Pryce dice followed by Morgan's Chevron.







Jody Scheckter now has a 45 pt lead in the L&M series, after winning at Watkins Glen.

## WATKINS GLEN

# Scheckter makes it four —this time in a Lola

By GORDON KIRBY

It happened yet again in America last weekend. Jody Scheckter won yet another F5000 round, leading from start to finish through both his heat and the final for a comfortable 5 s victory. But it was a little different than his previous three wins, for this time Jody drove a Lola T330, a car which Sid Taylor and Jerry Entin rented after the Trojan was badly torn in a Friday practice shunt. Scheckter took but a dozen practice laps in the Lola before shattering the F5000 lap record by over 3 s and qualifying a clear 2 s quicker than the rest. After that performance, it was simply a case of waiting to see if the rentacar would break. The rentacar did not break; it did not even hesitate, and Scheckter was very simply a clear and dominating winner.

Brian Redman led the chase, eventually getting clear of the string of Lolas in pursuit of the leading Lola, and managing to hold Scheckter's lead at a constant throughout the latter two-thirds of the race. Peter Gethin fell away with a broken rear upright, Bobby Muir's Chevy tightened up and it was Brett Lunger who sorted his way to the head of the queue with Mark Donohue and Eppie Wietzes filling his mirrors until the very end, in the race's most sustained and entertaining dice. The sixth Lola home was sixth man David Hobbs who struggled through from the back of the grid with one side of the Morand's exhaust system falling apart. Tony Adamowicz and Graham McRae had been right with Hobbs when Adamowicz' Black Label Lola blew its engine and McRae went off on the spewing oil.

## ENTRY & PRACTICE

The Taylor-Entin Racing crew arrived at Watkins Glen with their usual Trojan T101 on the back of their usual open trailer and truck ready for their usual low-budget, low-intensity weekend. Jody was carrying on as usual, scrabbling the Trojan around a few ticks ahead of the others when something broke (so Jody thinks) and he just understeered straight into the armco at a fairly tight lefthander. With two well-tweaked corners and an extensively gashed and buckled tub, it was immediately obvious that the car could not be rebuilt, so Sid Taylor galvanised his sharp Irish brain into action and began circulating through the Glen's garages, looking for the right car at the right price. It came in the form of Bob Lazier's Lola T330 which Sid managed to organise for his man Scheckter in conjunction with finding a sponsor for Lazier for the balance of the season. So Lazier found himself with F. J. Maka Racing (a three-car Super Vee team) branching out to provide support for his Lola which Scheckter drove under the full name of the Winston-Delta Tyres/Valvoline sponsored F. J. Maka Lola T330. How's that for on-the-spot dealing?

Lazier's own engine was taken out of the Lola and one of Taylor's Alan Smith Chevys was inserted, while Ron Bennett supervised numerous detail changes and additions to the car. On Saturday morning Jody came out and after just four laps in the car he was

going quicker than almost everybody. But it all looked very different from the F5000 Scheckter we have come to know. There were none of those great twitches and squirts across the road, instead we saw a car that appeared to be easily and definitely guided, a car that would poke its tail out with an insolent little flick as the exhaust began to boom and it was driven brusquely away from any corner. It was Jody Scheckter looking very much at ease with a scintillating lap of 1 m 41.227 s which left absolutely everyone a little glazed and a little reflective.

Taking up pole position for heat two was little Bobby Muir who has really got himself swinging lately and did an enthusiastic 1 m 43.290 s in his Jerry Eisert-tweaked Lola-Molloy T330. Muir's Lola now has the wide and deeply curved nose fins along with the similarly arced rear wing from Jerry Grant's T300 which Eisert also built.

Beside Scheckter in the first heat was Brett Lunger who was revelling in the fast Watkins Glen sweepers and did a 1 m 43.322 s with a Hogan/Haggard Lola T330 that was only finished on Wednesday after needing a new tub since its Mid-Ohio shunt. Brett's only bother was a fuel pump failure on Friday and his confidence in his Morand-propelled car was strengthened with it recording the fastest speed through the speed traps on the backstraight.

Brian Redman again practised both of the Carl Haas/Jim Hall Lola T330s, although he spent most of the time in the modified car

which he drove at Mid-Ohio. The Lola men had been so busy with the two cars, including lavishing a few rear crossmember-strengthening fabrications to the modified car, that the cars were not ready until late on Friday. This delay kept Brian out of the conventional version on Friday and he only got in three laps with this car the following day before a heavy cloudburst flooded the circuit and brought things to a premature close. None the less Redman was able to concentrate enough to do 1 m 43.633 s with the fuel-injected, modified chassis which he prefers for its balance and responsiveness.

It has not been a happy L&M season for Graham McRae thus far, but there was a brightening on Saturday when the dayglo STP McRae started to go well despite having to be pushstarted all the time. The biggest problem facing McRae now, is in getting his two transAtlantic programmes properly organised and finding some properly reliable horsepower out of his Bartz engines. McRae's 1 m 43.708 s with what was probably the weakest engine of the top men, showed that he is beginning to find his and his car's form once more.

The works/Marathon Chevron B24 for Peter Gethin appeared on Firestone rubber and with Doug Shierson's own injection unit on the Alan Smith Chevy. The injection gave better poke in the low and mid-ranges, but Peter found that he was 400 revs down along the backstraight and the engine was changed to a carburettor unit for Saturday. Derek Bennett was on hand to help tune the car on the smaller diameter Firestones, and although Gethin was much happier with the balance ("Like it was at Brands") there was very little time to re-sort the car to its original baseline and everybody seemed happy enough with Peter's best of 1 m 44.399 s.

Gus Hutchison was the last man to break Skip Barber's F5000 record, and was also the only March runner left after practice. Hutchison has been chiselling away at his 73A and he arrived with a Lola bellhousing and some longer radius rods which put 5 more inches into the wheelbase. In that this was the first time that the Texan ran his March in this guise, he was not at all displeased with his 1 m 44.702 s, for he spent most of the time doing very crude sorting (spring rate changes of 75 lb, and so forth) and learning to drive the car again.

Mark Donohue was fourth man in the second heat, his Lola's AMC engine still in need of development work to improve its mid-range capabilities. The additional weight of this Traco-built engine also appears to affect the Lola's balance and Mark is visibly slower in getting the car into apexes. It seems to float for a moment after braking, almost as if it were being pinned to a wide line. Nevertheless Donohue coped well with the problems and his 1 m 44.881 s showed that there is definite progress being made.

Heading the third row in heat one was Tony Adamowicz who suffered yet another setback, when a halfshaft snapped and he went off in a Wednesday test session and the guardrail did a comprehensive write-off of the Black Label Lola T330. Roy Woods searched about and found Kevin Bartlett with a new T330 and very little cash, so Bartlett's car was transformed into a Black Label car with a Roy Woods engine in time for Friday's practice. So Adamowicz once more found himself sorting his car out in practice and was pleased enough to be racing let alone doing a 1 m 45.871 s. Like the Lolas of Scheckter and Donohue, Adamowicz too had the new production Lola airbox which is born out of the prototypes from Redman's cars.

It has not been a pleasant season in America for David Hobbs. On Friday, while running in a new crown wheel and pinion, the old reliable, series three Morand split itself and Bill Mayberry got down to another paddock engine change. The replacement engine was a unit that had been rebuilt after showing up as rather flat at both Riverside and Laguna Seca and the Morand seemed, in the half a dozen laps that David managed on Saturday, to still have a mid-range flat spot. He did a 1 m 46.546 s during those six Saturday laps and was not at



all the happy bon-vivant that he usually is. Eppie Wietzes spent the whole weekend waiting for his new, demon Bartz to arrive from California, but that didn't happen until late Saturday night so he persevered with his ageing CRM Chevy and did a 1 m 46.771 s for sixth place in the first heat. When the Bartz did arrive it turned out that the air-freight people had been playing frisbee with the crate and had damaged the rockers on one side, so Wietzes had to run his old mill after all.

Beside Hobbs in the second heat was Harry Ingle, benefiting from some experimental geometry and roll centre changes, which have had an immense improvement on the previously brittle feeling of his McLaren M22. The sagging oil pressure which has afflicted the Boss Ford engine since Riverside was also rather more in hand and Ingle did well to record 1 m 47.463 s.

Tony Dean arrived on Saturday and did a decent 1 m 48.187 s with his Anglo American Chevron-Morand, while teammate Bobby Brown had an oil pump seize on Friday, and after changing the engine Brown went off to the hospital to have his aching foot looked after. It seems that rolling your F5000 Chevron over your foot is not a beneficial plan for poor Brown was slung into a cast with a few broken bones and his car was loaded away.

Kevin Bartlett did very few laps in Max Stewart's Lola T330, doing a 1 m 48.735 s before the engine broke. Bartlett drove the car on Saturday after the effervescent Max went off while trying to sort out the brake balance with the new 26 in. diameter, 13 in. Goodyear rears. Poor Max had the front brakes lock up just as he was going over a little bump and the car flicked off against the guardrail, brushing a rear wheel against the armco and then going all the way round again and clouting the rail with the front which ripped the steering wheel out of Stewart's hand and broke his wrist in a couple of places. It also took off the right front corner of the Lola.

Jon Woodner followed Ingle in the New Boy class, doing a 1 m 49.071 s despite losing a mysterious 800 revs in his Cuddy Racing McRae-Bartz GM1. Then came Steve Piepers' ex-Wietzes Lola T300 on 1 m 49.173 s, from Johnnie Walker (Matich A50) and Warren Flickinger (Lola T300) who were both under the 1 m 50 s mark.

Frank Matich had a dismal practice session with his two Matich A51s. On Friday he brought out the second car for Vern Schuppan, but neither got in very many laps before the oil pressure zeroed and both engines had to be changed. On Saturday, exactly the same thing happened even though the oil pump and pick-up had been repositioned to a more central location in the Repco. So for Matich there was no choice but to scratch both of his Travelodge entries before all of his Repcos went down the drain. Schuppan tried the new McRae of Gregg Young during the Sunday warm-up, but like Young he found the car in need of every kind of basic sorting and decided not to race it. John Gunn packed up and went home after Friday, feeling that he wasn't getting anywhere with his Roman Brio March 73A, while the works/Gene Mason car stayed at home while some chassis changes are finished. Barber was skulking about and got inveigled into driving the Corvette pace car.

Despite having a virtual stranglehold on F5000, Goodyear produced a new, taller 13 inch rear, which is 26 inches in diameter and almost identical to the F1 version. Most people who had been using 13 in rears seemed to prefer the new rubber and among those to use this taller tyre were Scheckter, Donohue, Adamowicz and the Stewart/Bartlett Lola.

## HEATS

The rapidly changing, wet weather of Saturday seemed to balance itself out into a warm and slightly cloudy Sunday, so that the chance of any more instant cloudbursts seemed very remote. That, at least, made the many troubled teams feel a little easier.

Both McRae and Hutchison ran into engine



Gethin's Chevron leads Muir's Lola.

dramas in the 20 m warm-up so that everybody in the first heat moved up a full row. McRae's Bartz began to smoke badly and he decided to take a close look and try to start from the back of the final grid if there were no internal breakages, while Hutchison's own HRE Chevy went all stuttery and the heat was two laps old before his crew found some dirt in the fuel system and got it cleared.

As the thin, 13 car grid accelerated towards the pits on the pace lap, a dark blue blob darted out of line and it was Dean who trailed into the pits with a vapour lock starving the system. Meanwhile Scheckter was making a fine start, benefiting no doubt from the indecisiveness of Tex Hopkins' flags which didn't wave until after the front row had throttled by him. So Jody had two, full car lengths by the time he swept his yellow Lola down through the soupbowl of the first turn. Lunger tried to hold a tight line into the corner and really had to fight the car off the low apex, so that he was scrubbing off a lot of speed exiting the corner and Adamowicz came through from the far outside and tried to get by on that side. Lunger scrambled across in front of the Black Label car and Tony put two wheels off the road in avoiding him, so that Wietzes was able to nip by on the inside and almost towed by Lunger as they accelerated away to the fast, climbing esses.

By the end of that first lap Scheckter was 3.5 s ahead of Lunger who was a little hesitant to chase Jody after a shock had broken and the gear linkage came apart in the warm-up. Nevertheless Brett had about a second and a half to Wietzes and Adamowicz who were nose to tail as they were to be throughout the 22 laps.

Jody continued to pull well away from Lunger, looking very much in control of both the race and his own business as he would come in to corners notably later than any others, drive the car across the road off a very deliberate and quick flick and then feed the power on with a swift burst as the inside front tyre glanced at the apex. By the fourth lap Scheckter was a dominant 9 s clear and he then began to gently ease his pace so that Lunger could finish within 7 s of him. During the last half a dozen laps, the wing of the Winston Delta/Maka Lola started to sag, but it was nothing more than a loose bolt and it didn't affect Jody's control at all.

Wietzes and Adamowicz had a good, clean dice throughout, first the Canadian appearing to edge away and take control, but then the Black Label car came nosing back and when Wietzes ran a little wide and bounded over the curbing as he came on to the new section, Adamowicz flitted through on the inside and drew out almost a second to the blue Lola. But Wietzes had closed the gap within a few laps and the two finished the heat in nose to tail order.

Dean got going just about half a lap behind the field and went well to work up to fifth place ahead of Eddie Miller who held the position for most of the race. Jon Woodner

lost almost two full laps dealing with a fluffy engine and the young Super Vee ace drove with growing verve for ninth and a deserving place in the final. After Hutchison got going he found himself in immediate trouble with a drastically oversteering March which was the reward for taking the gamble on a set of new, soft fronts which just plain worked too well. Gus had to stop twice to put on more wing and then less front tabs and finished twelfth which was at least better than Johnny Walker who struggled in and out of the pits with a very rough Repco, which turned out to be a broken crown wheel aggravating the whole drive train.

The second heat took two pace laps before Tex Hopkins decided to send them away in much worse order than at the end of the first lap (shades of Indianapolis). Fortunately there were only half a dozen who were really racing and they all managed to get away cleanly with Bobby Muir flinging his Jones/Eisert Lola to the front with Redman, Gethin and Donohue in close order behind the little Australian. Ingle was able to use the power of his Ford to keep Hobbs behind him and it wasn't until the second lap that David got by and set off after the first four.

By the third lap Muir had pulled out two and a half seconds to Redman who had a small gap to Donohue and Gethin, and then there was Hobbs, getting well into his stride and catching all four of them. Muir was doing some fine late-braking with his Lola and then literally horsing the car through in harsh bursts of throttle, but Redman seemed to be driving a particularly contained and relaxed race, just within reach of Muir and clear of Donohue and Gethin. Just as Hobbs was about to make contact with these last two he slowed right down and crept around to the pits with a broken throttle spring which lost him almost two complete laps.

Redman would occasionally close up on Muir and then drop back again, but the gap never grew to anything more than 2½ s and it looked as if the last half dozen laps could see a Redman charge. Donohue got by Gethin on the eighth lap after really pushing the Chevron for two or three tours and thereafter Gethin fell farther and farther behind. Jim Sarich worked his neatly prepared Quicksilver McRae GM1 from 10th to fifth and drove well for the balance of the race, although he appeared to tire a little towards the end.

Muir's airbox fell off on the 16th lap and a few laps later the engine started to sound very rough. By the 19th lap Muir was down to fourth and dropped well behind Gethin the next time around. Muir's misfortune put Redman and Donohue into a clear first and second and Donohue really worked over the last three laps, pushing his rather vague Lola really hard, yet never looking the least bit untidy. Despite Donohue's pressure, Redman remained in control, keeping his Haas/Hall car a few car lengths clear of the menacing Sunoco/AMC nose as they both



rushed crisply around in the 1 m 42.43 s bracket. Redman won by just over half a second from Donohue with Gethin a distant third and Muir a limping fourth. Sarich and Ingle drove good races for fifth and sixth, keeping themselves on the same lap as the leaders, while Bartlett trailed away with fading oil pressure after catching Ingle around mid-distance. Hobbs returned to lap just as fast as Redman and Donohue, managing to recover to ninth by the end.

## FINAL

There was little more than half an hour before the final, so there was very little time to do anything other than a quick check and clean. The Black Label crew softened the shocks on Adamowicz's Lola in an effort to improve its braking stability, while Jerry Eisert did another of his uninhibited, quick repairs to the broken valve in Muir's Molloy. Eddie Miller's Bartz had some Araldite service to a cracked head but there was no time for Hobbs to have a needed gearchange. He was going to have to struggle with his guesswork ratios which were at their worst through the sweeping esses where David had to use fifth instead of fourth. At the back of the grid in the four "discretion of the organisers' places, were McRae, Hutchison, Bartlett and Walker.

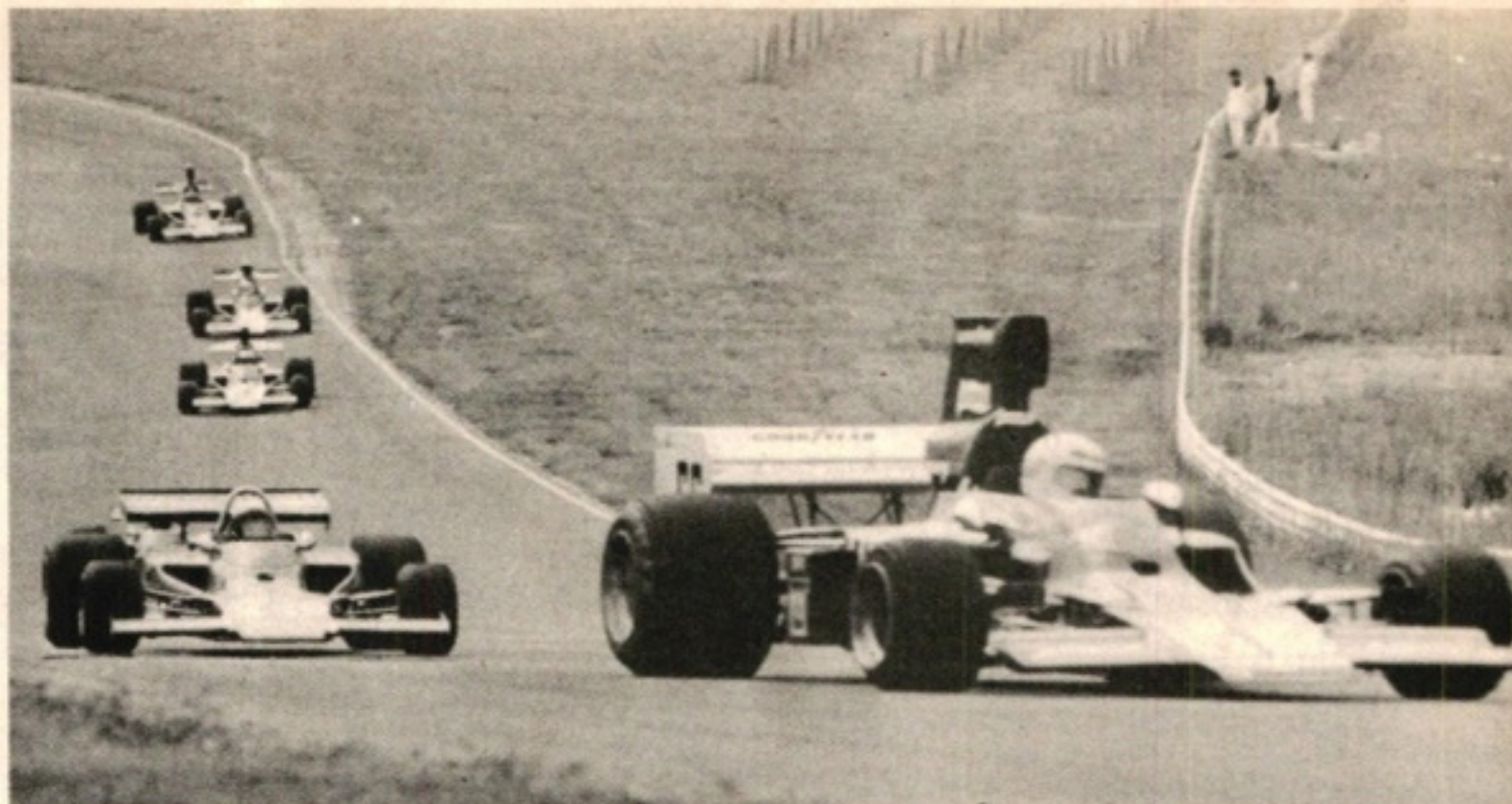
The start was yet again a little ragged, but Scheckter wasn't bothering about somebody else's art and he held his inside, front row place into the first hard right-hander and was already pulling away as he stabbed at the throttle and aimed towards the esses. Gethin had taken advantage of Donohue's meagre acceleration and had towed by and inside of Redman who had managed to shoulder out through the abrupt right-hander.

Scheckter eked out a little more space as the rest thrust and parried at each other. He braked as late as he dared for the loop after the long straight and by the time he was coming up the hill and through the left-hander on to the old circuit he had almost one and a half seconds to a lurching, throbbing train of Gethin, Redman, Muir, Lunger, Donohue, Wietzes and Adamowicz. Hutchison had shot up to 11th, really pleased with his long wheel-base March, but it only lasted another half a lap before a cylinder head cracked and he pulled off. In the middle of the grid there had been a shemuzzle when an overenthusiastic Pieper came slicing into the first turn and clouted the back of Dean's Chevron. Pieper knocked his Lola's nosecone off, Dean got a flat tyre and Sarich and Hobbs got held up. The Hogan man had his throttle stick open and he had to flick the ignition switch off in order to drive around the spinners and was almost last, over 20 s behind Scheckter, by the end of the opening lap.

Scheckter was doing exactly what he has done in the past three L&M races and had pulled out nearly 4 s by the end of lap two, yet, incredible as it may seem, he was well within himself as he flicked his way around, leaving perhaps a full foot to spare at most places. Gethin was still holding Redman and Muir who had broken away from Lunger, Donohue and Wietzes with Adamowicz losing contact with this trio. Bartlett had found the right holes and was 10th behind Miller with Woodner right behind him and then McRae and Hobbs each a few places and spaces further back.

As Scheckter ran away Redman was trying everything to get past Gethin, and Muir was waiting for any small mistake that Redman might make. Despite the Chevron keeping any doors very tightly guarded, Redman was able to force his way by on the fifth lap just as Lunger, Donohue and Wietzes began to recatch Muir.

Perhaps it was the foibles of the Lola which were presenting a new image, but Jody seemed to be driving with a new relaxed surety. There was not the slightest drama under braking as the yellow nose would drop quickly but smoothly and then rise almost hydraulically as Jody fed the power on and flicked the wheel in small, precise increments. Redman was now holding his own, some 12 s behind, braking just a moment before the



Brian Redman's second-placed Lola heads off Muir in the second heat.

leader and feeding on almost exactly the same degree of lock in almost double the length of road. But Redman was aiming through more designed and tighter lines, whereas Scheckter would almost always run just a shade wider and pick things up with a little more abrupt throttle and a slash of opposites. It was all very engrossing; a match between two very different talents from a distance of a dozen seconds, which lasted from the sixth lap until just a few laps from the end. It was a game between the broad, confident strokes of an experienced master and the brilliant flashes of multiple colour of a young genius. It was the young genius, Scheckter, who won, easing up over the final five laps so that Redman could pick up over a second a lap. Redman went as fast as ever until the very end, always aware that something might happen and he could find himself a last-minute victor. But it was Jody's race, a very fine fourth successive F5000 win which puts him into an extremely powerful championship points lead. Redman is the only man who has a realistic chance of catching Scheckter and, too, he is the only man who has a realistic chance of beating the South African in one of the four remaining L&M rounds.

As Redman detached himself from the squabbling for third place, Lunger moved slowly through the train and as he did so, they all drew closer and closer together. On the sixth lap Lunger got by Muir, pulled out a few car lengths and three laps later was right up with Gethin. The 10th lap, and there was Gethin, Lunger, Muir, Donohue and Wietzes strung together in a glorious line of deeply reverberating exhaust notes. Adamowicz was all alone behind this swirling column and gradually catching him was McRae who had Hobbs looming larger and larger in his mirrors.

Lunger took but three laps to get by Gethin and as the Hogan Lola drew away Gethin began to falter, his fine drive coming to an end with an upright broken cleanly from the tyre vibration of the unfamiliar Firestones. The Chevron's demise allowed Brett to open out a comfortable cushion of almost 2 s to Muir who, though holding off Donohue and Wietzes, was watching his oil and water temperatures climb to the limits of their gauges. On the 16th lap, just one past half-distance, Muir pulled off with his Molloy on the verge of seizing solid.

So we now had Lunger, Donohue and Wietzes in third to fifth places with a few seconds of air space between each of their Lolas. Some 20 s behind Wietzes, there was Adamowicz, finding the softer shocks had only made things worse, and now with Hobbs closing in on him. Adamowicz was losing lots of time through the esses, but Hobbs had an exhaust manifold cracking and the Morand was sounding awful. As David closed on the Black Label Lola he brought McRae, whom he had passed a few laps earlier with him and by the 20th lap these

three were nose to tail. Earlier that lap Hobbs had towed by Adamowicz going into the Loop at the end of the straight, but Adamowicz had fought back and outbraked Hobbs as they came back on to the new section of road. As they crested the hill in the midst of the esses, Hobbs was gathering himself together to nip by Adamowicz again and just then Tony's engine blew in one giant scream. Hobbs was close enough to get through before the oil covered the road, but McRae was not so lucky and he slid sideways into the guardrail, ending his best L&M drive thus far this year with both left side corners torn away.

Hobbs then, was now all alone in sixth, his engine sounding worse with every lap, and with no hope at all of making any impression on the Lunger, Donohue, Wietzes dice. As the final 10 laps came up Donohue began to push extremely hard, working up on Lunger through the new section and under heavy braking only to lose much of it through the fast stuff. But he kept chiselling way, guiding the AMC Lola with incredible care and concentration, so that by the 25th lap Donohue was again right behind Luger's gearbox. A few laps later and Wietzes too had caught them, but their final race to the flag was spoiled when they came up to lap Dean who was three laps behind after his first lap stop to change his flat tyre. Dean just wouldn't move over and it remained Lunger, Donohue and Wietzes as they crossed the line in third, fourth and fifth places.

Hobbs was the last man on the same lap as Scheckter, easing right off towards the end in an effort to ensure finishing another raceful of problems. Jon Woodner once again drove well in his blue McRae and was all by himself in seventh place over a lap clear of Johnnie Walker. Dean was 12th after losing two laps at the start while Bartlett limped to 15th with a badly leaking valve cover gasket. Harry Ingle spun away his good place and badly damaged the right front against the guardrail and Eddie Miller's cylinder head broke just past the halfway mark.

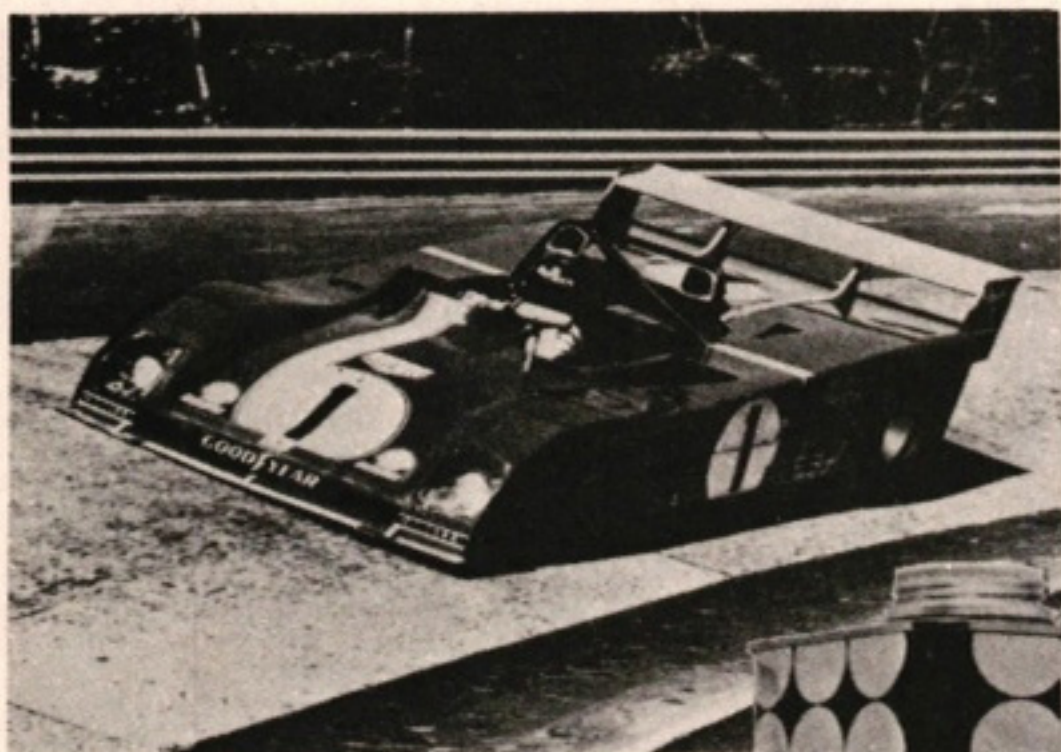
### Watkins Glen, USA; June 17 L&M Formula 500 Championship, round 5 Final, 30 laps

- 1, Jody Scheckter (Lola-Smith/Chevrolet T330), 51 m 44.8 s, 117.468 mph;
  - 2, Brian Redman (Lola-Smith/Chevrolet T330), 51 m 49.5 s;
  - 3, Brett Lunger (Lola-Morand/Chevrolet T330), 52 m 25.9 s;
  - 4, Mark Donohue (Lola-AMC T330), 52 m 26.2 s;
  - 5, Eppie Wietzes (Lola-CRM/Chevrolet T330), 52 m 26.4 s;
  - 6, David Hobbs (Lola-Morand/Chevrolet T330), 53 m 42.6 s;
  - 7, Jon Woodner (McRae-Bartz/Chevrolet GM1), 29 laps;
  - 8, Johnnie Walker (Matich Holden/Repco), 28 laps;
  - 9, Warren Flickinger (Lola-Bartz/Chevrolet T330), 28 laps;
  - 10, Tony Settember (McLaren-Bartz-Chevrolet M10B), 28 laps.
- Fastest lap: Scheckter, 1 m 42.067 s, 119.110 mph (record).
- Heat 1 (22 laps): 1, Scheckter, 38 m 33.207 s, 115.618 mph; 2, Lunger; 3, Tony Adamowicz (Lola-Woods/Chevrolet T330); 4, Wietzes; 5, Tony Dean (Chevron-Morand/Chevrolet B24); 6, Eddie Miller (Lola-Bartz/Chevrolet T330). Fastest lap: Scheckter, 1 m 43.726 s, 117.205 mph.
- Heat 2 (22 laps): 1, Redman, 38 m 22.323 s, 116.169 mph; 2, Donohue; 3, Peter Gethin (Chevron-Smith/Chevrolet B24); 4, Bob Muir (Lola-Molly/Chevrolet T330); 5, Jim Sarich (McRae-Quicksilver/Chevrolet GM1); 6, Harry Ingle (McLaren-Moore/Boss Ford M22). Fastest lap: Donohue, 1 m 42.761 s, 118.307 mph.

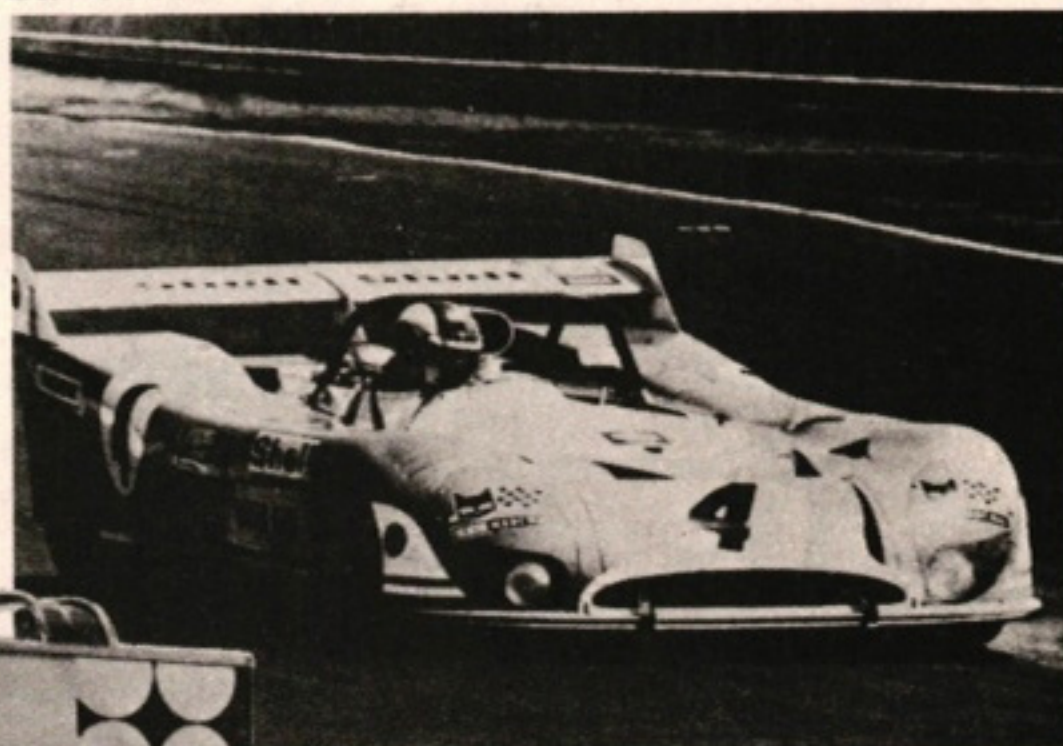


# Shell *SPORT* news 8

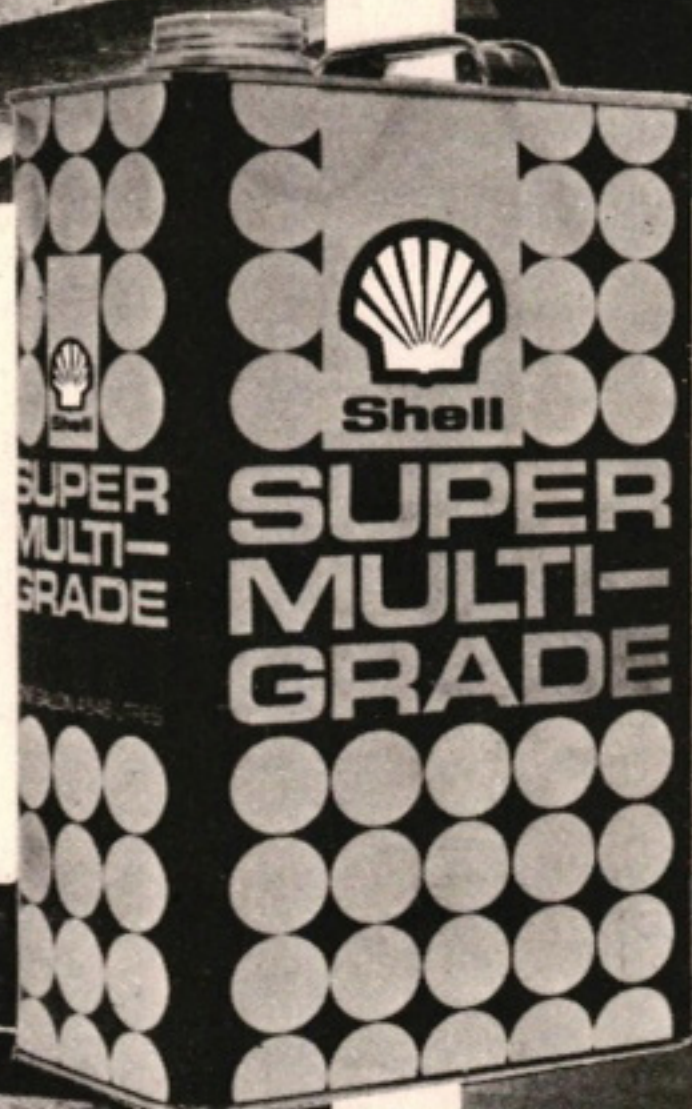
FERRARI 312P Winners of the 1973 1000 km races at Monza and Nurburgring driven by Ickx and Redman.



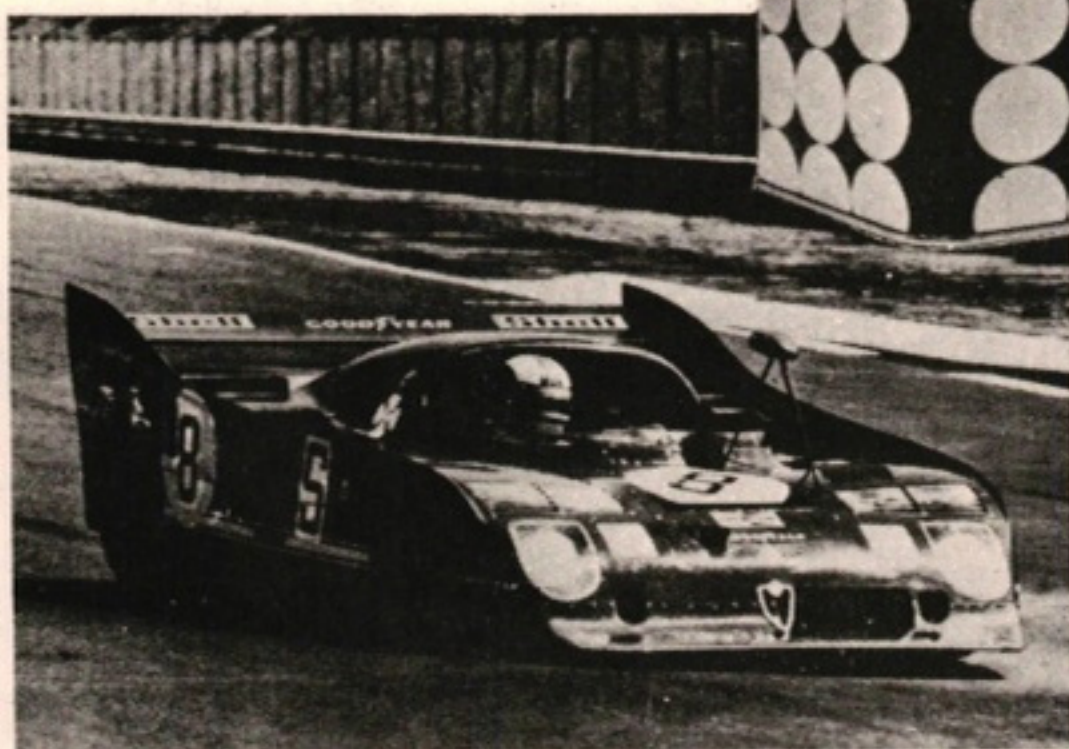
MATRA-SIMCA MS 670 Winners of the 1973 Le Mans 24-Hours driven by Pescarolo and Larrousse.



## The Leaders



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PORSCHE CARRERA RS Winners of the 1973 Targa Florio driven by Van Lennep and Muller.

Shell serviced and lubricated cars took 8 of the first 10 places in the 1973 Le Mans 24-hour race including a new lap record.



Single-seaters made the day at Snetterton on Sunday with Formula Ford's coming man Peter White winning a couple of very close races in his Palliser. West Essex CC presented their Astley Trophy meeting for the 12th occasion and generally coped easily with quite a small entry for this six-race clubbie, although the retirement rate was high as the often sultry weather sent temperature gauges soaring as high as the pollen count. Three lap records were bettered during the afternoon's racing in front of quite a reasonably sized crowd (despite counter attractions at a nearby firm in Hethel).

Bob Torrie made his first visit to Snetterton for eight years and despite "feeling his way round" easily posted the fastest practice time for the Astley Trophy saloon race, his Alan Smith 1.7 BDA-engined Escort sounding superb. He led the race for all but part of the first lap, briefly sitting in the wake of Colin James V8 Escort-Martin and watching the latter leave his braking for the Hairpin far too late and deposit the green car up to its sills in the Lytag. After another fraught practice period Dave Coleman (Escort-FVA) soon moved into second but the Dereham driver's lack of luck continued and one cylinder cried enough on entering the Esses for the fifth time, just as Coleman pulled his car safely behind the banking Phil Clarke's Viva GT came storming into the corner, missed a gear, spun into the bank and overturned completely writing off the body, the driver emerged OK. Jeff Mann ran home an easy second in his Anglia T/C, his only drama being a penalty for jumping the start which was later withdrawn. The real needle of the race was in the one-litre class where the two "fastest one-litre" Ford Anglias of "Rupert the Bear" Long and Gerry Taylor were holding their matchrace. "Rupert" made it home to Nutwood first although both drivers were hampered in their struggle by Mike Ford's Escort T/C in the corners.

The first Ford event saw Peter White (Palliser-Rowland) pull out a slender lead for most of the race only to be rejoined by David Minister's Elden for two frantic final laps, the two cars rounding Coram side-by-side for the run-in to Russell, White emerging with a length advantage which he held to the line. The Merlyns of Chris Alford and Steve Bradley were generally closer than their final times suggest although their dicing was interrupted somewhat when Philip Bronsky spun out of the group in alarming fashion at Russell at half distance.

The 750 Formula grid was riddled with non-starters but 23 cars left for their eight laps, a daunting prospect for these small cars as the finish list of only 13 cars suggests. Overheating was the main problem and was to change the pattern of the race in the final quarter. Robin Smythe in the supercharged Warren Reliant opened up a vast distance over the second place battle between John Giles (JGS II) and Mike Whatley and looked completely secure. Unbeknown to all except Smythe the Warren was overheating badly and as the power dropped so he was overhauled by the Giles/Whatley battle. Smith slipped through on lap 7 only to spin at the Hairpin. Whatley was soon past too and Smythe could only sit and watch the progress of Giles in his mirrors, the Warren just making the line a length in front, with the consolation of breaking Dave Newman's two-year-old record to add to his second placing.

White, Minister and Alford rejoined battle in the second FFord event but this time they were accompanied in their slipstreaming by Richard de la Rue's Royale. Four different leaders in eight laps spells excitement and this race held the attentions of the crowd until the end. White started the last lap in third place, diving past Minister into Riches and almost spinning to avoid de la Rue, then timing his leap past the yellow Royale

## SNETTERTON

# Brace of wins for White

to perfection and holding a tenuous lead all round Coram to take the flag in the lead for the eighth time this season. De la Rue just kept Minister at bay by a length. Alford spun out of the lead battle quite early on but almost as much interest was centered on the fourth place scrapping, 18-year-old Glenn Eagling weaved like a veteran to shake off A. Bacelar Moura's Dulon, the Portuguese driver finally spinning off at Riches leaving the local boy with a well-earned fourth in his Lotus 61.

The high standard of preparation of the first few rows of the FVee grid was not matched by the remainder, the same differential applied to the race speeds, for only five cars were left unlappped by the flying duo of Bruce Venn and Olly Hollamby. Venn really had to work for his championship points, Hollamby giving no quarter as the two Vees outbraked each other for the lead at corner after corner. Finally it was a very fortunate Venn who crossed the line inches (or should it be centimeters) ahead of the Volkspares car of Olly since the Canon-sponsored car had a punctured rear tyre and stopped on the slowing down lap. The Veemax of Peter Wimhurst held a safe third throughout but another dice was only resolved as Martin Woodman (Project) squirted ahead of Brian Urlwin's McNamara under the flag.

The Libre race started promisingly but retirements spoilt it. Ian "every race I've finished with this car I've won" Mawby did just that with the ex-Wisell Lotus 69-BDA. Other "ex" cars which started well were Bill Wood (ex-Gijs van Lennep Surtees TS11) which rapidly overheated, and Alan Karlberg (ex-W. Fittapaldi/Meek March 712-BDA) who was closing on Mawby after a poor start when he spun and was unable to restart despite the help of the marshals at the hairpin, his reward being to break Terry

Croker's ancient Libre record.

**Astley Trophy Race for Saloon Cars: up to 850cc, 851 to 1000cc, 1001 to 1300cc, and over 1300cc (8 laps):**  
1. Bob Torrie (1.7 Ford Escort RS 1600), 14 m 14.8 s;  
2. Jeff Mann (1.7 Ford Anglia T/C), 14 m 37.4 s;  
3. Andrew Wheldon (1.3 BLMC Cooper 'S'), 14 m 43.0 s; 4. "Rupert the Bear" Long (1.0 Ford Anglia), 15 m 05.0 s.

**Up to 850cc:** 1. Peter Day (850 Mini), 14 m 49.6 s;  
2. Bernie Tester (850 Mini), 3. Norman Blowers (850 Wesely Mini). Fastest lap: Blowers, 1 m 55.4 s, 84.51 mph.

**851 to 1000cc:** 1. "Rupert the Bear" Long; 2. Gerry Taylor (1.0 Ford Anglia); 3. Simon Davey (1.0 BLMC Cooper). Fastest lap: Long and Taylor, 1 m 50.8 s, 88.05 mph.

**1001 to 1300cc:** 1. Wheldon. Fastest lap: Wheldon, 1 m 46.0 s, 92.04 mph.

**Over 1300cc:** 1. Torrie; 2. Mann; 3. Mike Ford (1.8 Ford Escort T/C). Fastest lap: Torrie, 1 m 44.2 s, 93.63 mph.

**Formula Ford (8 laps):** 1. Peter White (Palliser-Rowland WDF2), 13 m 45.8 s, 94.51 mph; 2. David Minister (Elden-Piper Mk 8), 13 m 46.0 s; 3. Chris Alford (Merlyn-Scholar Mk 17), 13 m 48.6 s; 4. Steve Bradley (Merlyn-Scholar Mk 11B), 13 m 50.8 s; 5. Len Fletcher (Merlyn Mk 17), 14 m 04.8 s; 6. Matthew Argenti (Merlyn-Scholar Mk 24), 14 m 05.0 s. Fastest lap: White and Alford, 1 m 41.4 s, 96.21 mph.

**Reliant 750 Formula National Championship Round (8 laps):** 1. Mike Whatley (642 Marlin), 16 m 38.4 s, 78.17 mph; 2. Robin Smythe (803 Warren-Reliant s/c), 16 m 45.0 s; 3. John Giles (642 J.G.S. II), 16 m 45.2 s; 4. Geoff Smith (803 J.G.S. Mk III s/c), 17 m 13.0 s; 5. Ken Card (642 Reon R2M), 17 m 51.6 s; 6. Lyn Evans (642 Centaur), 18 m 12.0 s. Fastest lap: Smythe, 2 m 01.6 s (80.23 mph) (record).

**Formula Ford (8 laps):** 1. Peter White (Palliser-Rowland WDF2), 13 m 48.4 s, 94.22 mph; 2. Richard de la Rue (Royale-R.E. RP16), 13 m 48.8 s; 3. David Minister (Elden-Piper Mk 8), 13 m 49.2 s; 4. Glenn Eagling (Lotus-Bectune 61), 13 m 58.4 s; 5. Edward Cunningham (Merlyn-Scholar Mk 24), 14 m 03.0 s; 6. Ken Everden (Palliser WDF2), 14 m 04.0 s. Fastest lap: White and de la Rue, 1 m 41.4 s, 96.21 mph.

**Volkswagen (G.B.) Ltd National Formula Vee Championship round (8 laps):** 1. Bruce Venn (Scarab), 14 m 00.4 s, 92.87 mph; 2. Olly Hollamby (Austro Vee), 14 m 00.4 s; 3. Peter Wimhurst (Veemax), 14 m 29.2 s; 4. Martin Woodman (Project), 14 m 41.2 s; 5. Brian Urlwin (McNamara), 14 m 41.2 s; 6. Alex Lowe (Valiant), 15 m 45.0 s. Fastest lap: Hollamby, 1 m 43.2 s (94.54 mph) (record).

**Formula Libre: Sports GT and Modified Sportscars (8 laps):** Overall: 1. Ian Mawby (1.6 Lotus-Norvic 69-BDA), 12 m 24.6 s, 104.82 mph; 2. John Jordan (7.0 McLaren-Chevrolet-Richardson M6B), 13 m 11.6 s; 3. Melvyn Coon (1.0 Dino-Holbay), 13 m 44.2 s; 4. Malcolm Clube (4.7 McLaren M1C), 13 m 57.4 s.

**Formula Libre class:** 1. Mawby; 2. Mike Blanchet (1.6 Lotus-Scholar 61M). No other finishers. Fastest lap: Alan Karlberg (March-R.E.S. 712M-BDA), 1 m 29.8 s, 108.64 mph (record).

**Sports GT and Modified Sportscar class:** 1. Jordan; 2. Coon; 3. Clube.

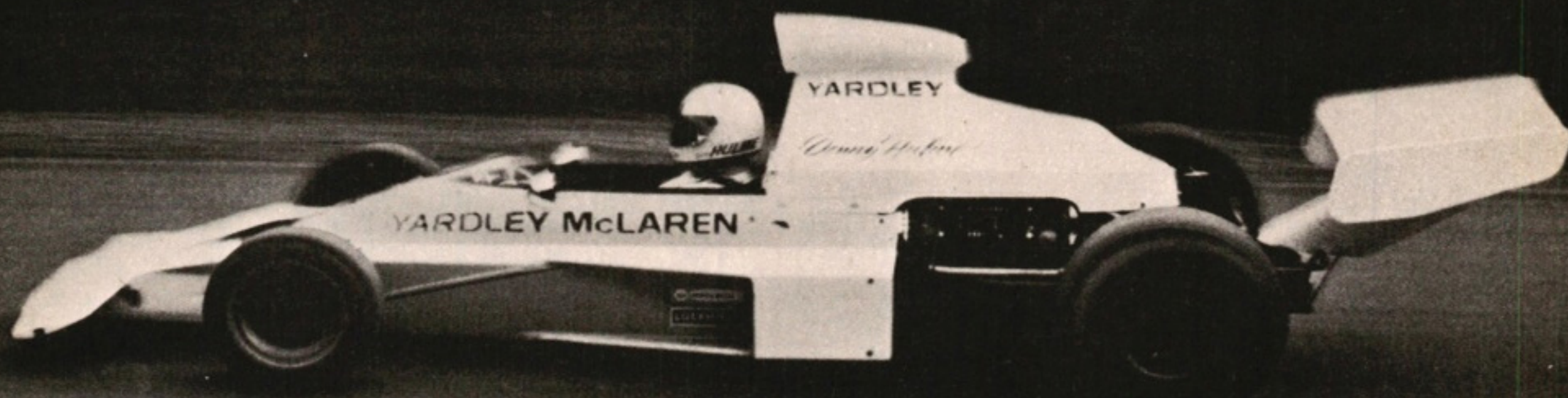
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The start of the libre race with Karlberg's March (289), Mawby's Lotus (282) and Wood's Surtees (291) on the front row.





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# ROAD TEST REVIEW

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Toyota Celica 1600 Coupé ST 2-door 4-seater. Price £1614 including tax.  
 Engine: Four-cylinders 85 mm x 70 mm (1588 cc). Compression ratio 9.4 to 1. 113 bhp (gross) at 6000 rpm. Pushrod-operated overhead valves. Two twin-choke down-draught carburettors.  
 Transmission: Single dry plate clutch. Five-speed all-synchromesh gearbox with central change; ratios 0.861, 1.0, 1.384, 2.022, and 3.587 to 1. Open propeller shaft. Hypoid rear axle, ratio 4.111 to 1.  
 Chassis: Combined steel body and chassis. MacPherson front suspension with coil spring struts, lower wishbones, and anti-roll bar. Recirculating ball steering gear. Live rear axle on trailing arms and Panhard rod with coil springs and telescopic dampers. Servo-assisted twin-circuit brakes with front discs and rear drums. Bolt-on disc wheels fitted 165-13in radial ply tyres.  
 Equipment: 12 volt lighting and starting with alternator, speedometer, rev counter, ammeter, oil pressure, water, temperature and fuel gauges. Clock, heating, demisting, and ventilation system with electrically heated rear window. Two-speed windscreen wipers and washers. Flashing direction indicators with hazard warning. Radio. Reversing lights.  
 Dimensions: Wheelbase 7 ft 11.5 in. Track (front) 4 ft 2.4 in. (rear) 4 ft 2.6 in. Overall length 13 ft 7.9 in. Width 5 ft 3 in. Weight 1947lb.  
 Performance: Maximum speed 104 mph. Speeds in gears: direct top 102 mph. Third 77 pmh. Second 53 mph. First 28 mph. Standing quarter-mile 18.5 s. Acceleration: 0-30 mph 4.8 s. 0-50 mph 9.1 s. 0-60 mph 13 s. 0-80 mph 23.8 s. 0-90 mph 34.4 s.  
 Fuel consumption: 28 to 32 mpg.

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# Behind the wheel

by Denny Hulme



"If the '500' is to remain as the greatest spectacle in racing, they've got to clean up their act a bit"

Jack Brabham had the right idea. When he thought he had a good lap all ready to stitch together during practice he would trundle into the pits and save it for the closing minutes of the session. That's what I should have done at Monaco, and I might have been on pole position instead of back on the second row.

I was in all sorts of trouble during the first practice session because the front wheel rims on the Yardley McLaren were leaking air (nothing to do with the tyres—punctured wheels now!) but on the early morning Friday practice I was in very good shape. That's when I should have pulled the Brabham trick and sat on my fast lap until the very end. As it was I went scorching around the revised track, set fastest time and then watched the message being flashed to Messrs Jackie Stewart and Ronnie Peterson. It's always easier to go faster if you've got the goad that someone else has done it so it must be possible.

And that's how I started the Grand Prix sighting the road between the rear wheels of Stewart's Tyrrell and Peterson's John Player Special. Not that it would have made a whole lot of difference, because we changed engines twice on my car trying to find a good one, and I eventually started the race using the engine that Revvy had used at Zolder.

The engine felt sour on race morning when we did a few laps as a warm-up so I wasn't really feeling in Grade A shape as we formed up on the grid. I'll use that as my excuse for the start I made. François Cevert lit up from alongside me on the second row and was storming away in front of the pack taking Stewart and Peterson as though they'd been roped to a post, and I was getting myself sorted out down in eighth place.

I was having to dip the clutch coming away from the slow corners to make the engine run clean and this was really bugging me when I was running in traffic and being baulked into these corners. Clear of traffic I was making good time, but Monaco isn't the best track in the whole world to be dodging traffic.

When the race had settled down I found myself in fourth place behind Stewart and the brothers Fittipaldi, but as I was going down into the new loop that replaces the Gasometer Hairpin a bolt dropped out of the gear linkage and the rods came apart down at the back of the gearbox which left me stuck in second gear. Fortunately it was only a few yards before the entrance to the pits so I went straight in and had a new bolt fitted but this dropped me a couple of laps and although I came back in and pressed on I couldn't do better than sixth.

I seem to be bugged by pit stops this year. My pit stop to have the fuel injection de-sanded at Zolder dropped me a couple of laps and I was seventh, so I suppose sixth and a World Championship point at Monaco must be some sort of improvement.

The alternations to the Monaco track have lengthened it slightly and made it more difficult to drive because there are more turns but there are no more gearshifts than before. We did the whole of the new loop at the

Gasometer in second gear.

Pretty soon it's going to be a mark of the Monaco veteran to talk about the "Gasometer Hairpin," and the "Railway Hairpin," and even "the Tunnel." The gasometer and the railway station have been gone for years but the names have stuck. Now even the Gasometer Hairpin has gone, but I'm sure the new corner will always be called that. And now that the tunnel has been replaced by a sort of roof with no walls along the sea front, there isn't even a tunnel that you could truthfully call a tunnel.

The old approach to the Gasometer Hairpin has now been converted for use as a pit road which gives the mechanics and the drivers much more working space than they have had in the past and it was much appreciated.

The public don't always think about the danger to mechanics in crowded pits, but the new layout at Monaco makes their job that much less hectic.

I'm speaking about mechanics with some justification because I nearly was one at Indianapolis. Just by way of a change I was to be part of Peter Revson's pit crew for the "500." I was number seven and officially termed "starter." It was my job to jack up the right front wheel, check that the side radiator was free of rubbish, and then stand out front to give Pete the go signal when the pit work was completed. Not the most onerous job in the world, and as it turned out I didn't have to do it anyway because the start was aborted with the Salt Walther accident, and I was on a plane back to England that night while everyone else waited around in the rain for a couple of days before they finally ran as much as they could of the race. They should call this year's event the Indy "332½" because that's as far as it ran, what with Swede Savage's fiery crash and then more rain.

I know enough about Indianapolis not to drive there any more. As Jochen Rindt used to say: "I don't need the money that badly. . . ." Just because it's the oldest race in the business doesn't mean to say it can't be improved to handle modern traffic. I mean, tradition is one thing but if the "500" is to remain as the greatest spectacle in racing (and it is) they've got to clean their act up a bit. My remedy for making the start safer

would be to line the cars up two by two (the Hulme Ark Start) and run the rows at least 100 yards apart. When the front pair got the green the rest of the field could be flashed green signals and the race could be started as a whole instead of the present shambles when the front row take the green flag in—hopefully—clean formation but the rest of the field is charging hard in anticipation.

I'm sure that's what triggered the Walther crash this year. After the chaotic starts they've had at Indy in the past couple of years everyone knew there would be only two pace laps this year, so as they came out of the fourth turn the guys at the back were all primed for the "off" before the front runners had been given the flag. It was one of those deals where the race actually started from the back!

Another remedy for the Indy start would be to put the starter up in the tower where he can see if the field is in good order and then flash them a green light instead of doing his traditional thing with the green flag. At present he stands down at the track-side and he can really only see the front row clearly.

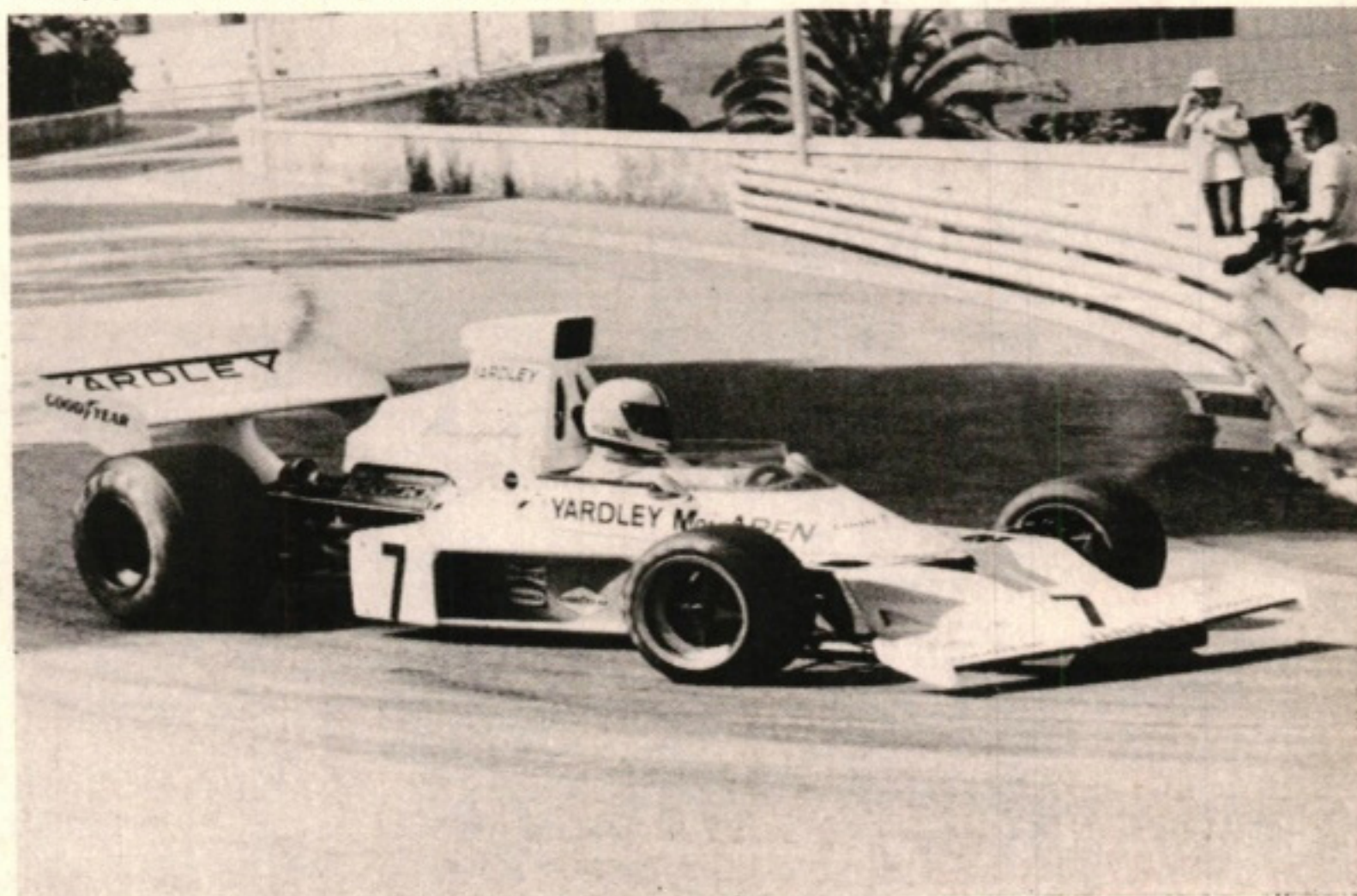
I would also like to see the spectators farther back from the safety fences and sitting higher up. In some places they can lean on the safety fences and that just doesn't make sense in my book.

The new idea to limit the amount of fuel the car carries is a good one, but they've only done half the job. They should also stipulate some form of deformable structure with an outer skin beyond the actual tank. Limit the fuel by all means, but you've got to contain it better as well.

Making the wing area smaller isn't going to help anything because at present the cars have been running their broad wings nearly flat—now all they'll have to do with the smaller wings is to tilt them to get the same amount of downforce, so the net result is that the speeds will be the same or higher and the cars will be trickier to drive. It's like banning the 7-litre Fords from Le Mans because they were too fast. Now the 3-litre cars are going quicker. . . .

● Through no fault of Denny Hulme, we regret this Behind the Wheel is late in appearing.

Denny finished sixth despite a pit-stop at Monaco.







## AUTOSPORT GUIDE TO FIAT DEALERS

*This is an advertisement and is not intended as a full list*

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# Autosport-Ladbroke's Grand Prix competition

Just how difficult is it to predict the result of a Grand Prix? The championship battle may be between Stewart and Fittipaldi at the moment, but what about the rest? Which teams are most likely, from their present reliability records, to finish? How long before Ronnie Peterson wins a Grand Prix?

Part of a journalist's job is to weigh up the current form of teams, drivers and cars, and predict likely results. But now we're going to let you, the reader, do some predicting. We've linked up with Ladbroke's, the famous bookmakers—they're pretty well tied up in the predictions business, too—to run a unique competition based around the John Player Grand Prix at Silverstone on July 14. We want you tell us who you think will fill the first six places.

And the first correct solution opened—or, if none are correct, the nearest to it—will win a fabulous

two-week winter holiday for two in the sun-soaked Mediterranean island of Malta. What a chance to escape from the English cold! The winner and the companion of his or her choice will fly at Ladbroke's expense to Valletta, and will be entertained for a fortnight with full board at the island's most luxurious hotel, the superb Dragomara, which is built on its own peninsula jutting out into the blue sea. They will also, in recognition of their skill in prediction, receive free passes to the famous Dragomara Palace, once the home of Malta's most noble family and now the island's Casino.

What we intended to do was to give you the list of entries for the Grand Prix, complete with the odds that Ladbroke's are quoting for the race, so that you could have your first stab at the competition right now. Unfortunately, the current wrangle between the Formula 1 Association and the race

promoters means that no official entry list has yet been published.

So what we've decided to do is publish an entry form this week, next week and the week after. Cut out and keep each entry form, and in the third week (the issue dated July 5) we hope to be able to give you the finalised entry list, plus the odds that Ladbroke's are quoting to help you make up your mind. Then you'll be able to have at least three attempts. The competition costs absolutely nothing to enter, and you can make as many entries as you like, but each entry must be made on the proper form cut from the magazine this week, next week (June 28 issue) or the week after (July 5).

So keep your entry forms handy, and as soon as the entry list becomes available we'll publish it in full. Don't send the forms to us: we'll give you the address to send them to, and the day by which they've got to be received, later.

## RULES:

1. Employees of Haymarket Publishing Ltd, Ladbroke & Co Ltd, their advertising agents and members of their families may not enter.
2. The editor's decision will be final, and no correspondence may be entered into.
3. The winning entry will be the first one opened after the race has been run which correctly names the drivers of the first six cars to finish the race in their correct order.
4. If after every entry has been examined there is no correct solution, the entry naming first five correct drivers and, as sixth driver, the driver who finished nearest to sixth place, will be deemed the winner; and so on.
5. There is no limit to the number of entries that any one person may make, but all entries must be made on an official order form from AUTOSPORT issues dated June 21, June 28 or July 5.
6. The official entry list will be published in AUTOSPORT as soon as it is available from the race organisers, to enable entrants to fill in their entry forms.
7. The closing date for receipts of entries for the competition will be announced in the issue of AUTOSPORT dated July 5.
8. The sender of the winning entry will be notified by post, and his name and address published in AUTOSPORT during August.
9. Every effort will be made to arrange the prize holiday to suit the convenience of the winner, although precise dates may be subject to availability.

*I think the first six positions in the John Player Grand Prix at Silverstone on July 14 will be filled by these drivers:*

First .....	Name of sender .....
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Third .....	Address .....
Fourth .....	.....
Fifth .....	.....
Sixth .....	.....

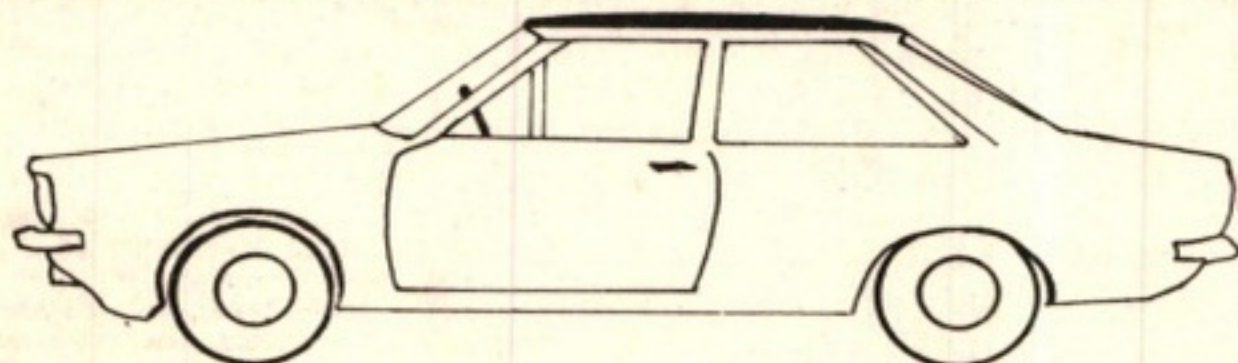


# GUIDE TO AUDI 80GL DEALERS



The Audi 80GL with compound carburetter, paired exhaust manifolds and a 105 mph maximum speed (above).

**SPECIFICATION AND PERFORMANCE DATA**  
 Cars tested: Audi 80 L, 80 LS and 80 GL saloons.  
 Engines: 80 L: Four-cylinders, 75 mm x 73.4 mm (1296 cc). Compression ratio 8.5 to 1. 60 bhp (net) at 5500 rpm. Solex 30-35 PDSI (T) downdraught carburetter.  
 80 LS: Four-cylinders, 76.5 mm x 80 mm (1470 cc). Compression ratio 9.7 to 1. 75 bhp (net) at 5800 rpm. Solex 35 PDSIT downdraught carburetter.  
 80 GL: As above except 85 bhp (net) at 5800 rpm. Solex 32/35 TDID-5 two-stage carburetter.  
 All types have belt-driven overhead-camshaft.  
 Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central remote control and spiral level final drive. (VW torque converter and 3-speed automatic gearbox optional). Driveshafts to front hubs with Rzeppa constant-velocity universal joints at either end. Overall ratios: 80 L, 4.413, 6.243, 9.364 and 15.737 to 1. 80 LS, 3.983, 5.633, 8.450 and 14.202 to 1. 80 GL, 3.860, 5.633, 8.450 and 14.202 to 1.  
 Chassis: Combined steel body and chassis. Independent front suspension by MacPherson spring-damper struts and lower wishbones with anti-roll bar. Rack and pinion steering incorporating outboard scrub radius geometry. Trailing dead rear axle on radius arms and Panhard rod with spring-damper struts and anti-roll bar. Disc front and drum rear brakes with twin hydraulic cylinders diagonally connected; servo assistance on 80 GL. Bolt-on disc wheels fitted 155-13 tyres (80 L), 155 SR 13 (textile radial ply) tyres (80 LS), 155 SR 13 (steel radial ply) tyres (80 GL).  
 Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Heating, demisting and ventilation system. Flashing direction indicators. Windscreen wipers and washers.  
 Dimensions: Wheelbase 8 ft 1.2 in. Track (front) 4 ft 4.7 in. (rear) 4 ft 4.5 in. Overall length 13 ft 8.5 in. Width 5 ft 2.9 in. Weight 1841 lbs (80 L), 1874 lbs (80 LS), 1885 lbs (80 GL).  
 Performance (manufacturer's figures): 80 L: Maximum speed 92 mph. Acceleration: 0-50 mph 10.8 s. 0-62 mph 16.9 s. 0-75 mph 27.7 s.  
 80 LS: Maximum speed 100 mph. Acceleration: 0-50 mph 8.6 s. 0-62 mph 13.4 s. 0-75 mph 20.5 s.  
 80 GL: Maximum speed 105 mph. Acceleration: 0-50 mph 8 s. 0-62 mph 12.4 s. 0-75 mph 18.4 s.



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# Purely personal



**"Production saloon racing has turned into a farce because of tyres."**

## Production tyre trouble

By ROBERT FEARNALL

This year's production saloon car racing session has turned into a farce because of tyres. Being the British governing body, the RAC are expected to take the blame for the situation where racing tyres are now being used to win a formula in which only road tyres are supposed to be used. At the beginning of this year, it was decided to put production saloon cars on tyres listed in the RAC tyre regulations issued in the 1973 RAC Blue Book. Previously this list primarily concerned competitors in Formula Ford, production car trials and sporting trials, but from this year pages 145 and 146 of the Blue Book became a major source of reference for production saloon car racing. To be included in the list, 25,000 units of that tyre must have been produced in the country of origin and when a tyre manufacturer informs the RAC of this, the tyre is added to the list.

In the case of Formula Ford racing, controversy surrounded the admittance of the Firestone Torino Wide Oval on to that list, for it instantly became the only tyre worth having to be competitive in that formula. At the beginning of the year the Torino was popular wear in production saloon car racing too and at present the overall leader of the Castrol championship, Ivan Dutton (Escort Sport), uses Torinos as do most of the Moskvich 412s, although Tony Lanfranchi used Dunlop SP Sports on his at Thruxton last Sunday as the Torinos were not standing up to the pace.

After the 1973 tyre regulation list was published in the Blue Book, the Goodyear Polyglas was added for the benefit of the Chevrolet Camaros and as this tyre is fitted as standard equipment to Camaros in America, it seemed a fair addition to the list. Then came the Kleber V10RS, which suddenly appeared on most of the 3 litre Capris, Bernard Unett's Hunter and the Firenzias. This appeared to be Kleber's version of the Torino, which was not the sort of tyre one would purchase for road use. In fact a quick phone call on Monday lunchtime to Klebers rather confirmed this, for the gentleman described the V10RS as their competition tyre which could be ordered from their retail outlets. I thought the idea of road tyres was that they were readily available from retail outlets.

Then came the Michelin X TA3. At the Martini International Silverstone the 2-litre Alfes of Stan Clark and John Handley surprised everyone by lapping much faster than they had done all year. Their cars were fitted with these Michelins, described as Michelin X but looking very little like the Michelin X I have come to expect. The scrutineers at that meeting refused to let them in, but by the next production saloon car race the RAC had added them to their tyre list and they have now become the tyre to use.

At Thruxton last Sunday Gordon Spice was using the new Michelins on his Capri as were

the works BMWs of Bell and Macleod and those three were in a race of their own, and the three of them took the twisty bits of the chicane as though they were on rails compared with their sideways antics earlier in the year. To get these tyres, paddock gossip suggested that a trip to Paris was necessary as they were not available in this country. Now, even Camaros on their crossply Polyglas road tyres can't hope to keep up with the Michelin-shod BMWs and Capris, so no doubt they will be switching to Michelin racers as well. Richard Lloyd commented recently that the Goodyear Polyglas road tyres fitted to his Camaro were the same ones used all year. That's more than can be said for some of his rival's rubber.

A walk around the grid at Thruxton last Sunday showed that the three front row cars had the latest Michelins; Kleber shod 10 cars (some 3 litre Capris, the Hunter and Firenzias); Firestone Torinos were used on eight cars (most of the up to £800 and £801 to £1050 cars) and five cars used Dunlop SP Sports while the Camaros had Goodyear Polyglas. Michelin and Kleber are no doubt very pleased with the current wave of success—until someone else produces a demon "road" tyre—but it all seems a highly unsatisfactory situation. Who's kidding who by saying that Spice and Unett won on standard road tyres? However, that's not to say that Gordon and Bernard wouldn't have won anyway but to do so, they have to keep up or be ahead of everyone else in the tyre war.

Although it seemed a good idea to make production saloon car racing spectacular, the introduction of road tyres into this class of racing has simply caused headaches for competitors, scrutineers and the RAC, and it's now too late to do anything about it for the rest of the season. Next year it won't matter too much anyway, for all the leading lights in production saloon car racing will be chasing the RAC British Touring Car Championship in its much-welcome revised form, and with FIA Group 1 regulations being adopted, racing tyres will be allowed. But for the club championships, road tyres will still be used for production saloon racing next year and one would hope the RAC will issue a regulation stating the tyres permitted are the same as fitted to standard cars as they

leave the factory or the recommended tyres made by the manufacturer for that particular model, because all models may not be fitted with the same tyre when they leave the factory. Whatever the tyre it must be one readily available through a normal retail outlet.

BRSCC's Peter Browning tried to stand up to the tyre farce for the Avon Motor Tour of Britain by issuing a statement banning all additions made to the 1973 Blue Book tyre list for the Avon Motor Tour of Britain. But that wasn't a very satisfactory way of dealing with the problem and then it was discovered that he couldn't change the regulations without the consent of the competitors, so he had to back down.

Apart from tyres, the other main grouse about production saloon car racing is checking the legality of cars. So that everyone knows what is going on, it should be the RAC's duty to notify either the press or everyone concerned exactly which cars have been checked at meetings and what has been discovered. At the moment there's too much muttering in the dark and dissatisfaction why certain cars have been checked and not others.

A much better system of checking must be adopted for next year's RAC Championship. I would like to see a method whereby cars are registered for this important series and before they race, they are thoroughly checked by a RAC scrutineer and a rival competitor or manufacturer for their legality. Then the car is sealed for the rest of the season and if the seal is needed to be broken for mechanical repairs a scrutineer would supervise the breaking of the seal and its replacement when the maintenance work had been carried out. At least everyone would know what's going on. The problems to that would be finding scrutineers who had the time to do the job and finding someone who would pay the scrutineers to do the job—perhaps a championship registration fee?

It's very welcome news that the British Touring Car Championship is for Group 1 cars as expressed in a recent *Editorial*. But unlike this year's debacle, it's imperative that the championship is properly run because the competitor and manufacturer support and investment is going to be very large.

Dave Brodie at the wheel of the Rivers/Lloyd Camaro which uses Goodyear Polyglas tyres.







Doug Niven's 5.7 Boss Escort on its way to winning his saloon race from Dryden's Firenza.

## CROFT

# Absalom beats Fletcher

John Pearson (Jaguar XK120) and John Absalom (Ginetta G4) broke their class records at the Nottingham SCC's unpretentious but well run clubbie at Croft on Sunday. Once again there were enough modsports cars to justify two races to count for both the Northern Sports Cars (Scorton) and the Dick Protheroe Championships. In the larger capacity event Pearson continued his present form and won outright while Jon Fletcher had the rare experience of finishing second in class with the Glazepa Elan. His vanquisher was his old sparring partner John Absalom who had his best outing since he put the bigger engine in his Ginetta G4. Jim Adamson (Steve Leech Plant Hire Ginetta G4) won the smaller capacity race which also, unfortunately, produced the most scary accident of the day when Richard Storey multi-rolled his MG Midget at the chicane on the last lap. He was unhurt but the car disintegrated.

The first Formula Ford Heat was unusually unexciting but served to spotlight Mike Wrigley's ability. The blue Merlyn Mk11A led from the start and drew smoothly away to an easy 13.2 s victory. After a lap Mick Starkey (Merlyn Mk20A), Dave Steedman (Hawke DL9) and Tim Rathmell (Titan Mk6) led the pursuit with Steedman taking over second place on lap 3. Starkey lost a lot of time on lap 5 and fell behind Rathmell. John Woodcock took fifth place with his ex-Doug Bassett Nike Mk6, withstanding a late challenge from Alo Lawler who had come through well from the back of the grid in a borrowed Royale RP16 after his own had suffered problems in practice.

Brian Hough powered the Tuscan away from the grid of the over 1300 cc modsports race with Pearson's XK120 in hot pursuit. The two passed the Pits side by side after the first lap, but although the Tuscan is now getting all that power down on the road better, it was Pearson who began to pull away. Behind these two John Absalom led Jon Fletcher who had just overtaken Richard Jenvey's supercharged MG Midget after a fairly slow start. On lap 5 Hough spun at the Chicane and by the time he had restarted he had fallen behind Fletcher (who had found a way past Absalom on that lap). Absalom, Jenvey and Don Morton's Elan, Pearson was fairly safe now but Fletcher certainly wasn't as Absalom counter-attacked. Lap 8 and Absalom chopped through and despite all Fletcher's determined efforts on the last lap the blue and yellow Ginetta had the place and the class record. By this time Hough had come rumbling back up to fourth spot, while Jenvey had retired his overheating Midget to the pits giving fifth to Morton's Elan. Despite spinning at the Chicane on the last lap

Reg Woodcock hung onto his place and the lead of the two car 3-litre class in his venerable Triumph TR3.

That consistent trier Ted Payne (Ansa Motors March 728) was rewarded for his efforts with a slightly unexpected win in the second FF heat. Peter Harrington was on pole position even though the engine in the Cougar is tired and ripe for a rebuild, but he was slow away from a dramatic start and then spun off on lap 2, dropping right to the tail of the field. The drama? Graham Hamilton (MacDonald Shand Hawke DL2B) made the best of the start but almost immediately his arm shot up and the Hawke coasted to a halt with the pack swirling all round it. Tired engine or not the Archer and Sharpe Cougar rapidly made progress through the field and by the end Harrington had re-passed everyone bar Payne. Graham Cuthbert who had been second in the early stages retired his Lotus 69F with handling maladies. In the end it was John MacGilvray who finished third with his smart Crosslé 20F, ahead of Allan Wilson's Elden Mk8.

With the Steve Leech Ginetta G4 sporting an Absalom-type yellow chevron on the nose, Jim Adamson dashed straight into the lead of the 1300cc modsports event, and despite an early challenge from James Buckton's Sprite, that's where he stayed. Buckton lost his place to Roger Cowdry's Ginetta G15 on the penultimate round when the engine cut and he spun. Cowdry himself had lost ground after an early moment but was near enough

to take advantage of Buckton's pirouette. Most interest in the race lay with the scrap for fourth between Brian Lambert's Ginetta G4 and Richard Storey's ill-fated Midget. Lambert snatched fourth on lap 7 and Storey was making determined efforts to get by again on the last lap when the Midget went off. Potential front-runner Tony Williams had to retire the Team Ziebart Sprite with a dud water pump. With Northern Sports Cars (Scorton) Championship leader Johnnie Blades (a regrettable absentee, Jon Fletcher now leads the overall points score.

Since there were very few Clubmans cars entered, they were put in with the Libre machinery. After being kept out of racing of late because of business commitments, Harry Gilbert re-emerged with the ex-Bob Salisbury Atlantic Brabham BT35 which he had not driven before Sunday. Straightaway he was dicing for the lead with Bob Leckie's Brabham-FVC BT36, but after a couple of spins the unsorted green Brabham pulled in leaving Leckie with a runaway win. The latter's nearest rival at the finish, after coming up from a first lap seventh position, was Robin Smith in his newly acquired ex-Peter Long Lola T212, a car which has been little used hitherto. The last car that Smith overtook was the ex-Rondel/Howlings Brabham-FVA BT36 of former Chevron driver Arthur Moore who was third at the finish ahead of the Clubmans winner Mel Ross (U2-Holbay Mk11B).

Wendy Wools Championship leader Doug Niven led from searing start to finish in the Celtic Homes Boss Escort. Although he was only 1.6 s behind at the finish Bill Dryden never looked as though he would be able to do much about the Bosscoort as even the SMT Blydenstein Firenza can hardly hope to match the sheer power of the Celtic Home/Perdal car. Niven was only 0.4 s outside Mick Hill's class record despite having had a rather fraught moment during practice when a wishbone broke. Behind the leaders, Derek Huntley was a rather more distant third in the FVC-engined Escort and not all that far ahead of Alex Clacher's class-winning Imp which was well ahead of George Lynn's Rover/Buick-engined Cortina.

Despite a rapid start by Tim Rathmell the status quo was soon restored in the Formula Ford Final with Peter Harrington taking over an irrevocable lead by the end of the first lap despite starting on the third row. Interest was maintained by Mike Wrigley who hung on gamely and was still only three seconds adrift at the finish. Ted Payne remained a relatively untroubled third virtually throughout but the next positions were rather more seriously fought over, with one challenger—Dave Steedman's Hawke—spinning off at the very oily Sunny on lap 8. In the end fourth place went to Alo Lawler's Royle with Rathmell and Starkey coming in next just ahead of Terry Horrocks's home-brewed device which is now known as the Ficus.

**CHRIS MASON**

**Formula Ford, heat one (10 laps):** 1. Mike Wrigley (Merlyn-Piper Mk 11A), 12 m 45.6 s, 82.29 mph; 2. Dave Steedman (Hawke-Scholar DL9), 12 m 55.8 s; 3. Tim Rathmell (Titan-Titan Mk 6), 12 m 57.6 s; 4. Mick Starkey (Merlyn-Scholar Mk 20A), 12 m 58.0 s. Fastest lap: Wrigley, 1 m 15.6 s, 83.33 mph.

**Northern Sports Cars (Scorton) and Dick Protheroe Trophy modsports Championships round. Over 1300 cc (10 laps):** 1. John Pearson (3.8 Jaguar XK120), 12 m 35.2 s, 83.42 mph; 2. John Absalom (1.7 Ginetta-Ford G4), 12 m 38.2 s; 3. Jon Fletcher (1.8 Lotus-Elan), 12 m 38.6 s; 4. Brian Hough (5.4 TVR Tuscan V8), 13 m 04.2 s.

**Over 3000 cc:** 1. Pearson, 83.42 mph; 2. Hough; 3. Eike Wellhausen (4.2 Jaguar E). Fastest lap: Pearson, 1 m 13.6 s, 85.60 mph (record).

**2001-3000 cc:** 1. Reg Woodcock (2.2 Triumph TR3), 73.10 mph; 2. Andy Garlick (2.1 Morgan Plus Four). No other starters. Fastest lap: Woodcock, 1 m 29.0 s, 75.09 mph.

**1301-2000 cc:** 1. Absalom, 83.09 mph; 2. Fletcher; 3. Don Morton (1.6 Lotus Elan). Fastest lap: Absalom, 1 m 14.0 s, 85.14 mph (record).

**Formula Ford, heat two (10 laps):** 1. Ted Payne (March-Scholar 728), 13 m 07.4 s, 80.01 mph; 2. Peter Harrington (Cougar-Scholar 73F), 13 m 07.8 s; 3. John MacGilvray (Crosslé-Rowland 20F), 13 m 19.8 s; 4. Allan Wilson (Elden-Scholar Mk 8), 13 m 20.0 s. Fastest lap: Harrington, 1 m 15.0 s, 84.00 mph.

**Northern Sports Cars (Scorton) and Dick Protheroe Trophy modsports Championships round. Up to 1300 cc (10 laps):** 1. Jim Adamson (1.0 Ginetta-Felday G4), 13 m 40.8 s, 76.75 mph; 2. Roger Cowdry (1.1 Ginetta-imp G15), 13 m 54.4 s; 3. James Buckton (1.3 Austin Healey Sprite), 14 m; 4. Brian Lambert (1.0 Ginetta-Ford G4), 14 m 16.4 s.

**1151-1300 cc:** 1. Buckton, 75.00 mph. No other finishers. Fastest lap: Buckton, 1 m 21.4 s, 77.40 mph.

**Up to 1150 cc:** 1. Adamson, 76.75 mph; 2. Cowdry; 3. Lambert. Fastest lap: Adamson, 1 m 20.4 s, 78.36 mph.

**Clubman's and Formule Libre (10 laps):** 1. Bob

Leckie (1.9 Brabham-FVC/Smith BT36), 11 m 32.4 s, 90.98 mph; 2. Robin Smith (1.6 Lola-FVA/RST212), 12 m 23.5 s; 3. Arthur Moore (1.6 Brabham-FVA BT36), 12 m 34.6 s; 4. Mel Ross (1.6 Mallock U2-Holbay Mk 11B), 12 m 39.6 s.

**Clubman's over 1000 cc:** 1. Ross, 82.93 mph; 2. Dave Rees (1.6 Mallock U2-Holbay Mk 11). No other finishers. Fastest lap: Ross, 1 m 15.2 s, 83.78 mph.

**Formule Libre over 1500 cc:** 1. Leckie, 90.98 mph; 2. Smith; 3. Moore. Fastest lap: Leckie, 1 m 07.8 s, 92.92 mph.

**Clubman's and Formule Libre up to 1000 cc:** 1. Ian Holliday (1.0 Titan-Felday Mk 3), 77.29 mph; 2. John Lancaster (1.0 JCM-Ford); 3. Ivor Williams (1.0 Mallock U2-Ford Mk 5). Fastest lap: Holliday, 1 m 17.0 s, 81.82 mph.

**Wendy Wools and Nottingham Cup Special Saloon Championships round (10 laps):** 1. Doug Niven (5.7 Ford Boss Escort V8), 12 m 36.4 s, 83.28 mph; 2. Bill Dryden (2.2 Vauxhall Firenza), 12 m 38.0 s; 3. Derek Huntley (1.8 Ford Escort FVC/Abbott), 13 m 03.8 s; 4. Alex Clacher (1.0 Hillman Imp), 13 m 06.4 s.

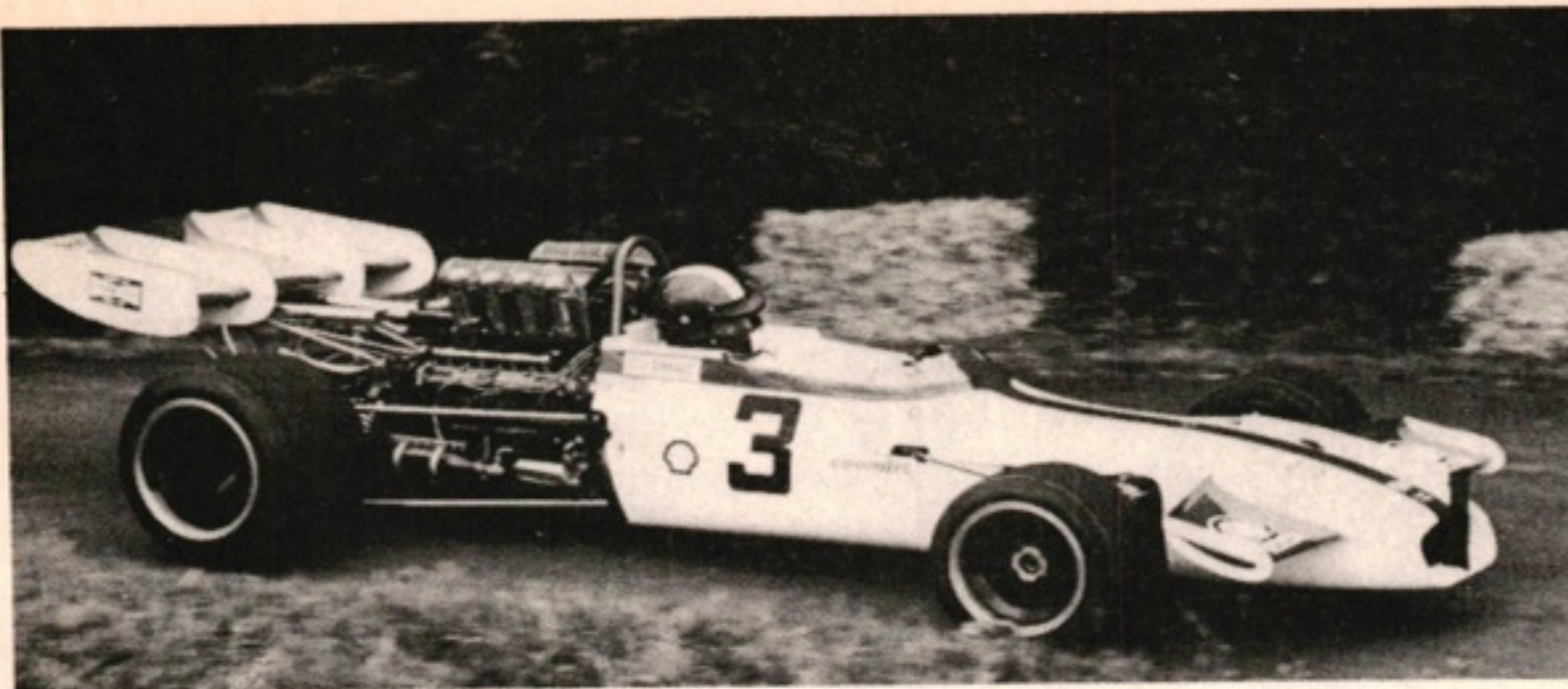
**Over 1300 cc:** 1. Niven, 83.28 mph; 2. Dryden; 3. Huntley. Fastest lap: Niven, 1 m 13.6 s, 85.6 mph.

**1001-1300 cc:** 1. Harry Morgan (1.3 Mini-Cooper S), 68.36 mph. No other finishers. Fastest lap: Morgan and Ian Rogerson (1.3 Mini-Cooper S), 1 m 30.0 s, 69.97 mph.

**Up to 1000 cc:** 1. Clacher, 80.11 mph; 2. Lionel Dickson (1.0 Mini-Cooper S); 3. Kevin Brierley (1.0 Mini-Cooper S). Fastest lap: Clacher, 1 m 17.4 s, 81.40 mph.

**Graham Coaker Trophy Formula Ford Championship. Final (10 laps):** 1. Peter Harrington (Cougar-Scholar 73F), 12 m 41.0 s, 82.78 mph; 2. Mike Wrigley (Merlyn-Piper Mk 11A), 12 m 44.0 s; 3. Ted Payne (March-Scholar 728), 12 m 56.4 s; 4. Alo Lawler (Royale-NBE RP16), 12 m 58.4 s; 5. Tim Rathmell (Titan-Titan Mk 6), 13 m 03.8 s; 6. Mick Starkey (Merlyn-Scholar Mk 20A), 13 m 03.8 s. Fastest lap: Harrington, 1 m 15.0 s, 84.00 mph.





Two records in two weeks is Mike MacDowel's record; the latter one at Doune last weekend.

## DOUNE

# Records galore, more points and hill record for MacDowel

Continuing his sparkling Shelsley form of the previous weekend, Mike MacDowel further consolidated his RAC hillclimb championship lead last Sunday, as well as retaking his Dounemester crown which he had held for 4 consecutive wins until Sir Nicholas Williamson eased it off him last September. Not that it was easily won back, for after Roy Lane battered the hill record down to a neat 45 seconds in his opening climb of the Top-Ten runs, the baronet, running last but one of the meeting posted a hectic 44.65 s, but before the crowd got its breath back, MacDowel hunched into his Brabham Repco, was halfway up the hill to close the meeting with a fantastic 44.63 s and this after establishing BTD in the class runs — a fabulous ending to an excellent day's sport.

The only car running with rear slicks was the Manpower McLaren of Roy Lane, and his step off the line was worth seeing. He would have been joined by the Eastern Carpet Stores McLaren of Richard Thwaites, but a puncture in practice left him with only one slick so he opted to run grooved tyres.

This Rothmans sponsored meeting opened with Barrogil Angus taking his venerable Shannon Imp to shave a fraction off his own 1 litre special saloon record. Peter Chamberlain also Imp mounted fended off the forceful Mike Morton in his Team Castrol Mini. The over 1 litre division was taken by the ebullient Robin Kinnear his impossibly high set 1.7 Gancia Escort equalling Bill Dryden's two-year-old record. No one else could look at this, with the Veitch Mini Coopers a non-starter, but Ricky Gauld took a safe second place in the ex-Jim Dryden Mini.

A larger mod sports class followed with a continually improving Bill Wood (1.3 Midget) outdriving the Bobs Hutchison and Hendry in similar machines, while the over 1.3 litre class featured a renewal of the Duncan Hall/Mike Bonar saga; the former maintaining his supremacy in his Elan Sprint over the S2 which spoilt its first climb taking East Brae around 360 degrees. Martin Wyatt a welcome newcomer to the hill did well to slot his Ginetta G4 into third place. The XK club had Tom McCallum in his coupe version led Jamie Gibbon, but the open car driver resumed his rightful place after the second trip.

The GT and sports racers up to 1600 cc was a Mallock U2 benefit, with Richard Jones needing his second climb 49.04 s to oust Alistair Osborne's 49.61 s on his first visit, John Stuart taking 51.28 s in his BDA-engined model. Reg Phillips was in scintillating form, his 48.84 s in the Chevron B19 demolishing David Good's old record. John Cleland soldiered on with his 3 cylinder Playgolf Chevron B8, but got in a tidy 51.25 s, after a plug change, whilst Phil

Scragg packed up his Chevron B19 after a sole 53 s climb and went home.

Ken Allen did not appear with his Chevron B15, leaving Doug Thomson 48.86 s, to slash the 1100 racing class time by almost 4 seconds, Bevanising the Ecosse Imp paying huge dividends this season for this excellent driver. Alex Brown after a 49.25 s, crashed the Ginetta G17 he shares with David Fyfe, wiping off two wheels — but with no personal injury. No one else broke 50 s, although Richard Courtney came closest with his Goudies Garage Vixen VBI. Peter Varley took pride of place in the 1100-1600 racing class in his Brabham BT21C from Ken McMaster with the neat Hart-engined GRD 272, but Gray Mickel pulled out a second climb in 49.28 s to re-assume command on his home ground, Agnes doing a somewhat twitchy 50.76 s to follow the Brabham BT35X of Tony Harrison.

The well subscribed over 1600 cc class found Sir Nicholas Williamson leading off with a second climb in a hectic 45.51 s, the Marlyn being exceptionally slick out of East Brae and through the semi-circle to the finish, but not fleet enough to oust Mike MacDowel, who in his 5 litre Brabham Repco, did a first climb in 45.44 s. Roy Lane in the 5.7 Manpower McLaren was fractionally slower in 45.55 s for third place, while Richard Thwaites in the Eastern Carpet Stores 5.8 McLaren led Tony Griffiths, (Brabham BT33) in the 46 s bracket. Chris Cramer (Grunhalle Lager SPL

Reg Phillips got into the Top Ten runs with his Chevron B19.



March) improved all day to just on 47 s, with Scottish Hill Champion Iain McLaren very happy with his 48.19 s in the ex Wingfield BT36, which headed Tony Bancroft (McLaren M10B) and Richard Shardlow who brought along the ex-Tate of Leeds F2 BT38 FVC, which he acquired last week. Poor Murray McGrath crashed his Brabham BT30X shortly after the start of his first climb, broken oil pipes depositing their contents liberally over the narrow track, causing a lengthy delay, mid-meeting, as David Good, a late entrant was next to leave the line in his Lyncar-FVA.

Two lots of standard saloons closed the classes, with Norrie Galbraith unapproachable in his LEC Motors 1-litre Imp which set the record for this class in 59 s, his second climb, which despite taking in the banking and straw bales was but slightly slower. Hugh Chalmers emulated Galbraith's antics on his East Brae approach in his Avenger GT, but his 58.28 s held on to the over 1301 cc class.

In brilliant sunshine, a beaming Reg Phillips led off the Top Ten contenders in his Chevron B19, but it was Roy Lane who provided the surprise — smoking his rear slicks, he thundered the Manpower McLaren off the line, shaving the banks and barriers to a record 45 s dead — a new hill record. Sir Nick despite being exceptionally quick squirted the Marlyn through in 45.23 s, whereas MacDowel admitted to making a hash of the start to record 45.42 s. Thwaites got the McLaren into the 45 s bracket, while Chris Cramer, improving all the time in the Grunhalle Lager Special, at 46.54 s fractionally led Tony Griffiths, with Tony Bancroft (Pennine Motor's McLaren M10B) improving as well on his class times. The second climbs saw Reg Phillips better his time but not his class record time, Cramer went even faster still holding off Griffiths, as Thwaites got down to 45.10 s, but Roy Lane took the first corner too wide and nudged the barrier leaving Sir Nick to flash the red Marlyn through the traps in a breathtaking 44.65 s, Mike MacDowel setting off as this time was announced, to really set the spectators applauding, with a rousing 44.63 s — what a finish to the day's sport.

## BILL HENDERSON

**BTD and new hill record:** M. MacDowel (5.0 Brabham Repco BT 36X), 44.63 s.

**Class winners:** D. Barrogil Angus (1.0 Shannon-Imp), 54.28 s (record); Robin Kinnear (1.1 Escort), 53.32 s; Bill Wood (1.3 MG Midget), 54.70 s; Duncan Hall (Lotus Elan Sprint), 55.83 s; Richard H. Jones (1.6 Mallock U2), 49.04 s (record); Reg Phillips (1930 Chevron B19), 48.84 s (record); Doug Thomson (1.0 Ecosse Imp), 48.86 s (record); Gray Mickel (1.6 Brabham BT 35), 49.28 s; Mike MacDowel, 45.44 s; Norman Galbraith (1.0 Hillman Imp), 59.01 s; Hugh Chalmers (1.6 Avenger GT), 58.28 s.

**RAC Championship runs:** 1. MacDowel, 44.63 s; 2. Sir N. Williamson (3.0 Marlyn-Cosworth DFV), 44.65 s; 3. Roy Lane (5.7 McLaren-Chevrolet M140), 45.00 s; 4. Richard Thwaites (5.8 McLaren Chevrolet M10B), 45.10 s; 5. Chris Cramer (2.0 March-Hart BDA 723), 46.01 s; 6. Tony Griffiths (3.0 Brabham-Cosworth DFV BT33), 46.15 s; 7. Tony Bancroft (5.0 McLaren Smith-Chevrolet M10B), 48.15 s; 8. Iain McLaren (2.0 Brabham BT36), 48.23 s; 9. Reg Phillips (1.9 Chevron-Smith FVC B19), 49.10 s; 10. Gray Mickel (1.6 Brabham BT35), 50.10 s.





Martin Morris' ERA takes Lodge corner on the way to winning the Seaman Historic trophy.

## OULTON PARK

# Morris' Seaman double

By ROBERT FEARNALL

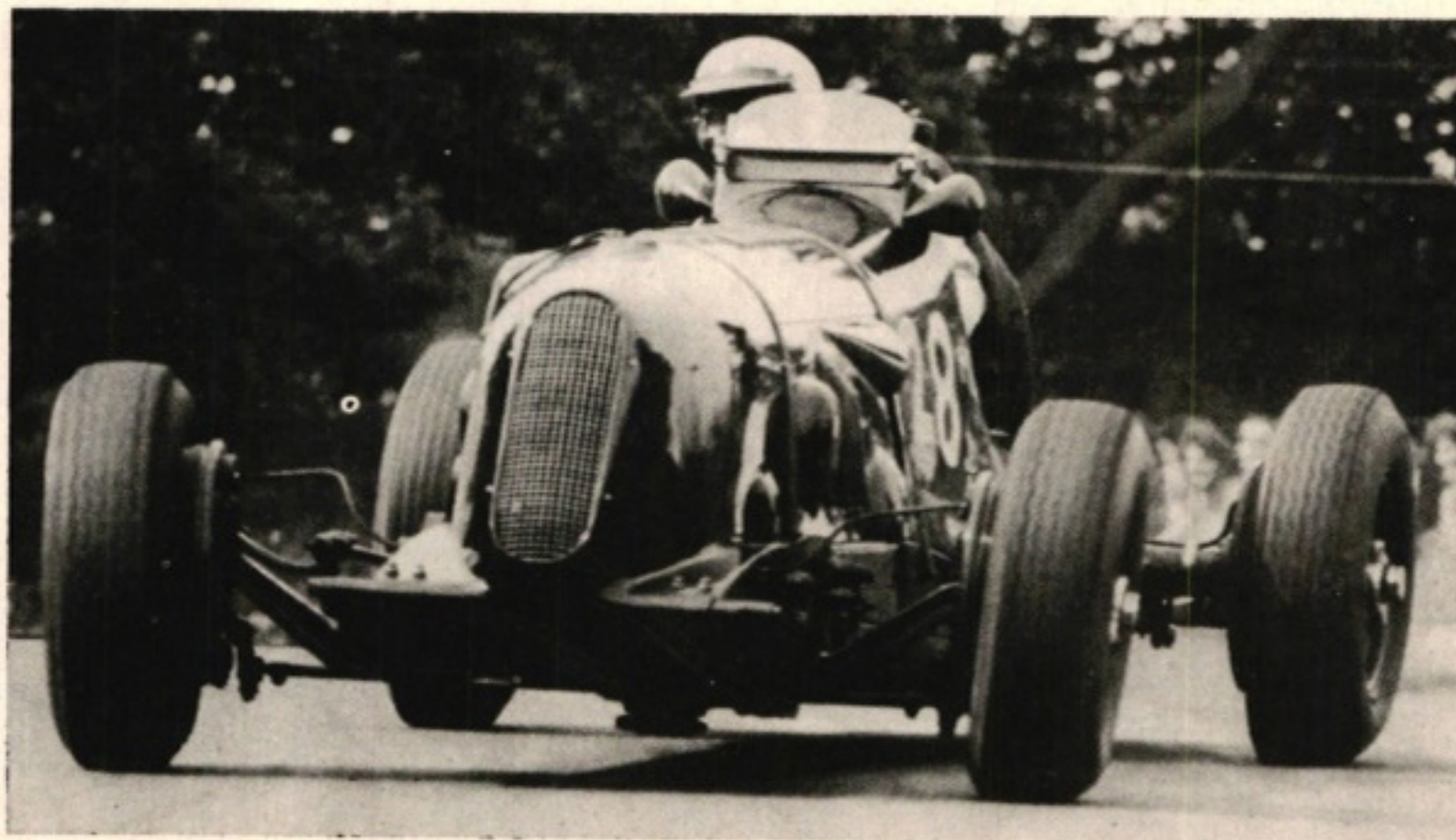
Pictures by PETER McFADYEN

Martin Morris won both Richard Seaman Memorial Trophy races driving his 2 litre supercharged ERA and Hamish Morten's Bentley 3/4½ at Oulton Park last Saturday. This signified the first time a driver has won both Seaman Trophies in one year and the third time that Martin Morris had won the Seaman Historic Trophy, the other two wins being in 1969 and 1970. Watched by a very large crowd in glorious sunny conditions, the other scratch race at Vintage SCC's annual Oulton promotion for historic racing cars provided Neil Corner's Maserati 250F with a convincing win. David Llewellyn's 24 litre Bentley Napier proved the biggest disappointment following its tremendous performance at Silverstone earlier this year, fuel problems preventing Llewellyn from making a similar impact at Oulton, and Hamish Moffatt was another unlucky man, a detached throttle linkage when he had the Seaman Vintage race virtually within his grasp.

Pole position was left vacant for the Seaman Historic Trophy race, Neil Corner being forced to withdraw his 2 litre ERA R4D after practice with no oil pressure. From the outside of the front row Llewellyn's Firestone-shod (7.5 x 20) Bentley Napier rumbled in to Old Hall fractionally ahead of Martin Morris' ERA R11B and Hon Patrick Lindsay's ERA Remus, and these three battled out the first lap in magnificent style with the Bentley Napier succeeding in blocking out the ERAs in the corners, but on the second lap Morris and Lindsay pulled alongside and ahead out of Old Hall. Llewellyn didn't find the corners much of a problem with the large Bentley but was more concerned with the bumps, and he gradually lost ground on the leading ERAs with the 2 litre version of Morris always having the upper hand over the 1½ Remus of Lindsay. But Lindsay tried desperately to make up for the power disadvantage by some wonderful elbow-waving tactics in the corners—and some autocrossing at Old Hall!—and established the best 1½ litre ERA lap time around Oulton in his efforts to keep up with Morris. By the seventh lap, Morris had succeeded in

pulling out 5 s over Lindsay, the silver ex-Peter Bell beam front axle ERA appearing to be pushed a little harder at this stage. By the finish there was 8 s separating the two ERAs, Lindsay's blowing out oil and water. Llewellyn's Bentley soon dropped back in third, to fall in to the clutches of two 1½ litre blown ERAs, Nigel Arnold-Forster's R3A and Peter Waller's ex-Scribbans R9B with Llewellyn and Arnold-Forster taking Old Hall side-by-side on the fourth lap before ERA R3A (the original 2 litre ERA mainly used by Raymond Mays) took over third while Waller was unable to do likewise as his ERA went on to five cylinders around mid-distance and then on to four. However Llewellyn dropped out on the eighth lap when the 12 cylinder Bentley ran out of fuel and Waller caught up to within 2 s of Arnold-Forster, as the

Peter Morley gets the Pacey Hassan sideways to take second place in the Seaman Vintage.



latter's ERA also started to sound rough while Waller was most concerned that his engine was about to seize. Ray Potter's ERA Delage clung to the tail of these two ERAs for the first few laps before dropping back with overheating problems and Ray called it a day after six laps before his engine seized. His fifth place was inherited by Bill Morris ERA R12B (Hanuman II) who soon disposed of Patrick Marsh's ex-Seaman R1B ERA and then Hanuman was driven with great verve to close on Waller in the closing laps. Patrick Marsh was out of luck with his ERA however, dropping back to retire at half-distance with fuel starvation. Completing the ERA domination—the first six places—was Dudley Gahagan whose ex-Arthur Dobson R7B took over that position on the seventh lap after holding 10th place first time round. Gahagan was the last man unlapped by the leaders.

Michael Glass' ERA R2A with Tecnauto ifs was much the better for a rebuild over the winter and quickly pulled up places to lead a squabbling six-car group in seventh place before he and Gahagan started to pull away but Glass dropped two places on the last lap to finish ninth. Colin Readey's Riley TT Sprite, Guy Smith's 3½ litre Alvis-engined Norris Special Frazer Nash and Hamish Morten's rapid four seater Bentley 3/4½ pestered the two ERAs for much of the race and continually swapped positions themselves, with Readey and Smith taking over seventh and eighth from a slowing Glass on the final tour, but the ERA still finished ahead of Morten. Once Ray Masters retired his MG Q-type special at half-distance, Frank Wall finished a steady 11th in his Bugatti 35B single-seater ahead of Peter Cranage's MG NE Magnette which managed to hold off a very enthusiastically-driven twin ohc 1100 cc Lagonda Rapier of David Fletcher-Jones, who was winner of the sealed handicap award.

Of other retirements, John Venables-Llewellyn's 2 litre ERA R4A, the ex-Pat Fairfield car, retired on the opening tour with no oil pressure and Jonathan Abson did likewise in his single-seater Lagonda Rapier with oil pump trouble. Humphrey Collis' 4.3 Alvis Special ended its race spectacularly at Old Hall when it spun out of the corner and drove straight over the Armco barrier at great speed as though it wasn't there. The car was hardly damaged but the Armco was badly bent!

David Llewellyn's exciting Bentley sadly didn't make the 10 lap Vintage Seaman, the car being retired after the warming-up lap because of difficulty in getting the fuel through. Nigel Arnold-Forster's 1922 sprint 5.2 litre Delage was another regretted non-goer, something having broken in the transmission in practice and Richard Bergel's Bugatti 35T never made it either as the





Martin Morris' Seaman double was taken with Hamish Morten's Bentley 3/4.

flywheel had come loose. Another front-runner Ron Footitt's AC Six-engined GN-based Cognac Special withdrew following trouble with the bevel box. Unfortunately all these competitors missed out on G. H. Mumm's Cordon Rouge champagne which was being dispensed to every starter in this race while the winner received a double magnum.

Bentleys made the initial running in this race, Martin Morris taking over the helm of Hamish Morten's 4½ litre engined Bentley—the same one that won at Le Mans the previous week—and Morris took Old Hall with Peter Morley's 4½ litre Bentley Pacey Hassan Special alongside. However Hamish Moffatt in Frank Walls' blown 2.3 litre monoposto Bugatti 35B was not far behind and demoted the two Bentleys by the time the cars reached Knicker Brook. But Morris clung to the Bugatti's tail and leaving Old Hall for the second time Morris drew level leaving the corner to take the lead by Cascades. The Bentley kept ahead until the start of the fourth lap when Moffatt went by on the pits straight but then indulged in a tyre-screaming, opposite-lock slide at Old Hall which he was able to control ably and then pull away from an unflustered Morris. But Moffatt's chances of taking this Trophy for the third time in succession ended as he started the sixth lap, the Bugatti coasting around Old Hall to pull off the road where Hamish lost two laps repairing a detached throttle linkage and then continue with even more spirited driving, which at least gave him fastest lap.

Martin Morris was thereafter left with almost half a minute's lead over the rest of the field to win his second Seaman Trophy of the day. Peter Morley's Bentley Pacey Hassan was challenged for third place in the early stages by Randal Stewart's 4½-litre engined Bentley in a 3-litre chassis, but Stewart was unable to demote the smoking Brooklands Bentley despite some good tries and when Stewart's engine started to go off song, Morley was able to pull away by 10 s to take over second place with Moffatt's stoppage while Stewart still had plenty in hand over the rest in third place.

Another 4½-litre engined Bentley in a 3-litre

chassis, the car of Edward Barraclough seemed certain to have fourth place sewn up, but Terry Rogers' 2-litre AC Special was making splendid progress from 12th place on the opening lap and succeeded in taking Barraclough on the penultimate tour to take over fourth place. Rogers spent much of mid-distance battling with Cecil Clutton's 2.3-litre Bugatti 43 and Martin Dean's 1½-litre Bugatti 37A until Rogers disposed of them, and Clutton closed to within 2 s of Barraclough's fifth place while Dean lost ground in seventh place and was almost caught by John Howell's blown 3-litre twin-cam Sunbeam which went off at Lodge on one occasion. Lapped by the winner, ninth place was taken by Donald Day whose 4½-litre engined Bentley succeeded in pulling away from Peter Sowden's large 8.4-litre Bentley in the closing stages.

The allcomers historic racing car event was a race of attrition with 18 cars starting and eight surviving the 12 laps. Neil Corner's Maserati 250F dominated the proceedings once John Roberts retired the ex-Bill Wilks Lotus 16 on the first lap. Roberts hounded Corner for much of that lap but coming out of Druids a wishbone mounting pulled out of the chassis and the Lotus came to a halt crab-wise at Lodge, leaving Corner all on his own in front for the rest of the race although Neil still kept the large crowd happy with some tail happy motoring. Barry Simpson's ex-Ecurie Ecosse Cooper-Bristol Mk 1 succeeded in holding on to second place after Roberts' retirement, but Ray Fielding's recently acquired 1954 Maserati A6GCM (the forerunner of the 250F) challenged Simpson very hard and took him on Top Straight on one lap before Simpson got by again and then on the fourth lap Fielding regrettably retired with falling oil pressure.

Hon Patrick Lindsay put in another tremendous performance in ERA R5B, taking the escape road at Cascades when in third place on the first lap and then recovering brilliantly by dint of some superb cornering which soon saw him up to third and close significantly on Simpson when the brake shoe broke which twisted the front axle and

caused his departure from the race on the seventh lap. Hamish Moffatt—at the helm of Arnold-Forster's ERA R3A—should have inherited third place, but at the same time as Lindsay's retirement Moffatt's exciting race came to an end when a jet broke off the carb. Peter van Rossem's ex-Roberts Cooper-Bristol Mk 1 therefore took over third place continually hounded by David Kergon who was driving Bill Morris' ERA R12B and Kergon nipped by on the inside of Old Hall on the penultimate lap with van Rossem slowing with no oil pressure. Instead of taking the chequered flag van Rossem retired in to the paddock on the last lap so behind Kergon's pre-war class-winning ERA came Frank Lockhart's 3-litre Rover Special, the last car unlapped.

Stephen Curtis' ex-Wharton Cooper-Bristol Mk 2 was last of the grid and soon picked up places rapidly, but having got within sight of Lockhart's Rover, Curtis was forced to retire with severe overheating. While Gerry Walton's 2-litre Connaught A8 held a good sixth place on the first lap but retired on the second when the "engine just stopped." Patrick Marsh's ERA and Richard Pilkington's beautiful Talbot Lago had a close-fought battle before Marsh retired with fuel starvation at high revs, while Pilkington continually picked up places while others dropped out and the ably-driven 4½-litre car finished fifth, one lap behind. Two more ERAs fell by the wayside, Michael Glass' R2A running short of fuel and Dudley Gahagan's R7B with a cutting-out engine.

A concours d'elegance for the Cheshire Life Trophy and four 4-lap handicap races made up this excellent programme. The traditional Frazer Nash and GN handicap gave Dick Smith's Frazer Nash Nurburg a 2.4 s win. Guy Smith's Frazer Nash Alvis being that much behind at the finish after starting from the scratch mark. Ian Stirling's Frazer Nash was rather bent against the Old Hall sleepers in this race. Collins' 1100 cc Riley walked away with the first handicap as well as taking the Seaman Vintage handicap award, and Roger Newton's HRG dominated the penultimate handicap, winning it by over 15 s. Morgan 3-wheelers were included in one handicap race, and as well as providing lots of entertainment with their cornering techniques, they took all the leading places with Wood's 1930 version leading the last two laps while Caroline's 1928 Morgan pulled up from the 20 s starting mark to finish 7 s behind the winner. Pack's Riley-engined Aston Martin and Rogers' 2-litre AC lapped in close company to take the first two places in the final handicap, despite both leaving the track at Lodge on the last lap, with scratch man Moffatt managing seventh in Arnold-Forster's ERA. Potter's ERA Delage finished sixth but damaged a piston in doing so.

**The Richard Seaman Memorial Historic Trophy race (10 laps):** 1. Martin Morris (2.0 ERA s/c), 20 m 5.4 s, 82.46 mph; 2. Hon Patrick Lindsay (1.5 ERA s/c), 20 m 13.6 s; 3. Nigel Arnold-Forster (1.5 ERA s/c), 21 m 20.6 s; 4. Peter Waller (1.5 ERA s/c), 21 m 22.6 s; 5. Bill Morris (1.5 ERA s/c), 21 m 34.2 s; 6. Dudley Gahagan (1.5 ERA s/c), 22 m 17.8 s. **Fastest lap:** Morris 1 m 57.6 s, 84.52 mph. **Handicap winner:** D. F. Fletcher-Jones (1.1 Lagonda).

**The Richard Seaman Memorial Vintage Trophy race (10 laps):** 1. Martin Morris (4.4 Bentley), 21 m 38.4 s, 76.55 mph; 2. Peter Morley (4.5 Bentley), 22 m 13.6 s; 3. Randal Stewart (4.5 Bentley), 22 m 23.8 s; 4. Terry Rogers (2.0 AC), 23 m 33.8 s; 5. Edward Barraclough (4.4 Bentley), 23 m 44.8 s; 6. Cecil Clutton (2.3 Bugatti s/c), 23 m 46.2 s. **Fastest lap:** Hamish Moffatt (2.3 Bugatti s/c), 2 m 5.2 s, 79.39 mph. **Handicap winner:** J. F. Collins (1.1 Riley).

**Allcomers scratch race for historic racing cars (12 laps):** 1. Neil Corner (2.5 Maserati 250F), 23 m 56.4 s, 83.04 mph; 2. Barry Simpson (2.0 Cooper-Bristol), 24 m 52.0 s; 3. David Kergon (1.5 ERA s/c), 25 m 15.2 s; 4. Frank Lockhart (3.0 Rover Special), 25 m 23.0 s; 5. Richard Pilkington (4.5 Talbot Lago), 11 laps; 6. Colin Readey (1.8 Riley). **Fastest lap:** Corner, 1 m 57.6 s, 84.52 mph. **Pre-war award:** Kergon.

**Vintage and PVT handicap (4 laps):** 1. J. F. Collins (1.1 Riley), 11 m 21.2 s, 64.52 mph; 2. P. T. Fleming (1.5 Riley), 11 m 22.4 s, 69.88 mph; 3. P. Graham (3.0 Delage), 4. A. L. Askew (1.8 Alfa Romeo s/c). **Fastest lap:** N. Hall (4.6 Lagonda), 2 m 22.4 s, 69.88 mph.

**Frazer Nash and GN handicap (4 laps):** 1. R. J. B. Smith (1.5 Frazer Nash), 11 m 23.4 s, 68.74 mph; 2. G. Smith (3.5 Frazer Nash), 3. D. H. McWhir (2.0 Frazer Nash); 4. N. J. W. Stoyel (1.5 Frazer Nash). **Fastest lap:** Smith, 2 m 9.0 s, 77.05 mph.

**Vintage and PVT and Morgan 3-wheeler handicap (4 laps):** 1. N. J. Wood (1.1 Morgan), 10 m 59.6 s, 66.31 mph; 2. G. Caroline (1.0 Morgan); 3. R. Angell (1.0 Morgan); 4. W. Tuer (1.0 Morgan). **Fastest lap:** Caroline, 2 m 18.0 s, 72.03 mph.

**Vintage and PVT handicap (4 laps):** 1. C. R. Newton (1.5 HRG), 11 m 15.8 s, 65.09 mph; 2. R. H. Penman (2.0 Attenborough Special); 3. C. Clutton (2.3 Bugatti s/c); 4. I. Macdonald (4.6 Lagonda). **Fastest lap:** Clutton, 2 m 21.8 s, 70.10 mph.

**Vintage PVT and pre-war historic racing car handicap (4 laps):** 1. C. R. Pack (2.4 Aston Martin-Riley), 9 m 51.8 s, 71.41 mph; 2. C. T. Rogers (2.0 AC); 3. R. Stewart (4.5 Bentley); 4. S. Phillips (2.0 BMW). **Fastest lap:** H. Moffatt (1.5 ERA s/c), 2 m 6.8 s, 78.39 mph.





Roger Bell about to spin away the lead of the production saloon race in the ShellSport BMW ahead of Gordon Spice's winning Capri.

## THRUXTON

# Taylor heads March parade

By PETER RICHINGS

Although the number of meetings that can be run at Thruxton is sadly reduced nowadays, the Bristol and Bath Centre of the BARC laid on a mammoth eight race programme last Sunday which boasted the largest entry of any Thruxton club meeting. Despite what the programme stated, the main race was a Forward Trust Formula Three round which resulted in a fine result for the March camp—their cars occupied the first four places driven by Ian Taylor, who completely dominated the race, Tony Brise, Masami Kuwashima and Leonel Friedrich. A not entirely happy Alan Jones was the first interloper bringing his front radiated GRD into fifth place ahead of Matt Spitzley in yet another March. Gordon Spice put in another of his fine performances with the Wisharts Capri to win the Britax production saloon round from saloon car debutant Donald Macleod (in Lanfranchi's usual BMW) and brilliant class winner Bernard Unett (Hillman Hunter). Sid Marler (Gryphon) won the Richardson Trophy for clubmans cars and Derek Lawrence the STP FF qualifier in the works Smallman Oils Dulon MP15. Vince Woodman's cars took both special saloon races with Vince driving the 1300 BDA Escort to win the first and Andy Rouse the 2 litre version to take the second in a clean sweep for the G2 cars.

The up to 850 cc and 1001 cc-1300 cc Esso Uniflo Special Saloon cars were the first out and with Vince Woodman's immaculate 1300 Escort BDA sitting on pole with a practice time 4.8 s better than anyone else, the result looked a foregone conclusion. Vince however made a poor start and it was Bernard Morley in Andreason Racing's Cooper S who took the lead. After an excursion onto the grass at Cobb Woodman powered into the lead round Brooklands and led Morley, Terry Hart and Eric Cook (Minis) after one lap. Woodman driving very smoothly pulled inexorably away to a crushing win by 28.2 s after eight laps. Morley held second place until the last lap when his engine expired but he was lucky to limp home and claim fifth. Morley's misfortune allowed Phil Winter to take second after a race long duel with Hart who was third in front of David Ings Cooper S. Mike Odell was always to the front of a great

battle for sixth place with his 850 Imp and won the class by finishing seventh to Peter Mitchell's Mini. Graham Sayer's 850 Mini was also involved and came a close second in class just ahead of Roger Gill's 850 Imp.

A colossal entry was received for the STP FF round which is of course based at Silverstone but takes in a few "away" races. Qualification for the race was the first 30 in practice, the unlucky ones having a non-championship race. Donald Macleod in Ralph Firmin's new demon Van Diemen-Scholar occupied pole position and was hoping to repeat his Castle Combe victory the day before. Alongside, however, Derek Lawrence had different ideas in the works Dulon-Rowland MP15. The race turned out to be a duel between these two after early leader Mike Young (Tricentrol Hawke DL10) had spun his chances away. Lawrence had been detained on the first lap when a lot of bumping took place but he first took the lead after three laps using a very flamboyant and sideways driving style. Macleod chased him relentlessly making big efforts under braking for Club each lap. On the last lap Macleod closed right up, but Lawrence flung the orange Dulon through the chicane and just held his lead by 0.6 s. A very creditable third place was taken by Chris Woodcock (Merlyn-Cooper Mk20A) whose sponsor has recently gone bankrupt. Woodcock was having his first decent race at Thruxton and just held off Tiff Needell (who also needs a sponsor!) in his Lotus-Scholar 69F. Young had worked his way up to dice with these two but another spin dropped him down to ninth at the end. In this far from classic race, Richard Hawkins took fifth in his Titan Mk 6 from Silverstone Vandervell Award leader David Heale (Dulon LD9).

The non-qualifiers for the STP round had their own thrash and this provided a win for David Priddy in the most unlikely of cars—a Lotus 51B with a bitza engine! Priddy drove very well and was never far from the leader as he dived with Ian Moore (Dulon LD9) and poleman Bob Birrell (Hawke DL10). The positions remained in this order for the last couple of laps but Moore made a demon braking move into Club on the last lap which only just failed

to come off. Roberto Alvarez (Hawke DL10) had a lonely race into fourth place ahead of Peter Goodard's March 708.

The heavy metal in the Esso Uniflo Special Saloon race made an impressive sight with Andy Rouse (2.0 Escort BDA) on pole with John Turner's BRM-powered Escort and Brian Cutting's 3.0 V8 Martin-engine example alongside. It was Tony Hazlewood in the ever improving Daf who made a flying start into the second row and pushed Rouse into the complex alongside Turner, with Tony Strawson (Ford Falcon) and Cutting in pursuit. Rouse soon consolidated his lead however and pulled away for another VMW Motors/Team Esso Uniflo win in Esso's own championship. Turner settled into second spot with Cutting, Strawson and Hazlewood fighting it out for third. First to go was Strawson with a punctured rear tyre and then Hazlewood stopped with one lap to go whilst in third place and dicing with Cutting when his crankshaft broke. All this left Cutting's smokey car to take third. Peter Barton's Escort would have been fourth but he hit a wayward Mini on the last lap which let class winner Len Brammer in one of Richard Longman's amazing 1-litre Minis into fourth.

The named race of the day was the Richardson Trophy for clubmans formula cars which despite not counting for any championship received a very good entry. Sid Marler (Gryphon C73) made a flying start to grab an early lead as most of the field tried to avoid a spinning Richard Groombridge at Campbell. Pole man Andy Diamond, standing in for Noel Stanbury in the works Gryphon, had made a leisurely start but was soon carving his way through the pack and when Marler had trouble with some back markers on the fourth lap Diamond latched on to his tail and started to try and pass. The gap between the two fluctuated but with two laps to go they closed up again although try as he may, Diamond could not find a way past and had to be content with a close second. Malcolm Jackson (DGL Mk 1) held a close third throughout but was just beaten to the line at the last minute by Peter Evans' Access 7X who had carved his way up from sixth on the first lap. Also right with these two was Brian Husbands (U2 Mk II) who had worked his way up behind Evans. Winner of the small car class was Martin Young (U2 Mk X1B) who held off the similar car of Creighton Brown.

Although there was nothing like a full entry for the MN/Castrol GT qualifier most of the cars were well turned out and provided a few good dices. A bigger field would really be needed to keep the attention of the few spectators on a long circuit like Thruxton. Jeremy Lord had been easily fastest in prac-



tice and made no mistake in the race either as he streaked away and won by a clear half minute in the Minilite Wheels entered Lola T212 with FVA power. Lyndon Thorne's 1300 cc BDA-powered Aldon was a very impressive second as he dived with John Markey in the 2-litre BMW motivated Gropa of Cronk Garages. Star of the race was really Bill Needham who had a terrible start in the Coldwell C14B and carved his way through the field to snatch third place from Markey on the line and pulled alongside Thorne after being eighth after one lap. Les Aylott gave his Ardua Mk 3 another outing to come fifth ahead of Tim Goss in his Gropa-ised Chevron B5. Back in seventh and eighth places were American Hank Candler, in what should be his highly competitive March BMW 73S, and Frank Aston's Astra RNR1.

Usually nowadays, all four classes of the Britax G1 round were lumped together in the one race and therefore it was a capacity field which came to the grid. Gordon Spice out-dragged the field from pole position in the Wisharts Capri but Roger Bell (BMW 3.0) overtook him on top speed only for Spice to outbrake him into Club to lead after one lap from Donald Macleod who was driving the Rothmans BMW as Tony Lanfranchi was pedalling a Moskvich at the tail of the field. Right on Macleod's tail were incredibly

Bernard Unett (Hillman Hunter) and Dennis Thorne (Vauxhall Firenza). To the consternation of all and sundry David Brodie, who was driving the A. J. Rivers Camaro instead of the injured Richard Lloyd, spun the car in front of most of the field at the exit of the chicane while in third place but luckily everyone missed him. He worked back up to ninth from 20th place. Bell took the lead on the entrance to the chicane on lap three only to spin it away coming out. Spice skilfully missed the errant scribe and pulled away to a well earned win. Macleod was a comfortable second with the incredible Unett leading home the battling Bell and Peter Barguss (Camaro) for third place. Ivan Dutton won his class with the Escort Sports easily from Brian Atthew's Viva whereas Lanfranchi just held off Eric Horsfield for the small class, both in Moskviches.

To close a very full day's sport the Forward Trust F3 protagonists were lined up for fifteen laps. The starting grid looked like an advert for March 733s with Ian Taylor on pole after a sensible practice in which he did only a few flying laps and kept well away from the antics of some of his counterparts. Alongside Taylor were Tony Brise who was still very pleased with his 733 and Matt Spitzley who had yet again gone well in practice. The second row contained Russell Wood, who complained of a down on power

engine in his car which he claimed all important at Thruxton, and the hairy Masami Kuwashima. The first non-March driver was sixth fastest Alan Jones trying a front radiator on the Dart GRD to aid cooling in readiness for a race at Paul Ricard.

Taylor grabbed the lead from the start from Spitzley, Brise, Kuwashima and Jones as they filed into Campbell. As they poured into the complex Brian Henton (GRD-Holbay 373) tangled with Mike Wild's Ensign and spun into the infield. Meanwhile Brise had worked up to second place and was challenging Taylor and outbraked him in to Club to lead after one lap. It was obvious that the lead battle was going to be between Taylor and Brise. Taylor went into the lead again on lap two and these two pulled out a gap to Kuwashima who was in turn leading a mighty battle between Spitzley, Jones, Wood, Johnny Gerber (Brabham BT41), Leonel Friedrich (March-Holbay 733) Mo Harness (Ensign-Holbay), Tony Rouff (GRD-Vegantune 373) and Richard Roberts (GRD-Nova 373). This battle was extremely close but broke up a bit when Spitzley hit Jones at Campbell which left Jones, Friedrich, Spitzley and Harness contesting fourth place.

At the front, though, Taylor was pulling away and by ten laps he was three seconds clear of Brise with Kuwashima a similar distance behind. This is how it ran out with Taylor winning as easily as Brise had a week earlier at Silverstone. Friedrich passed Jones on lap 11 and pulled out a slight gap after Jones was held up by a back marker whilst Jones just held off Spitzley and Harness with Roberts leading. Wood home a few seconds down. After this far from electrifying race, the first six cars were weighed and all found to be legal.

**Esso Uniflo Special Saloons (8 laps): Overall and 1001 cc-1300 cc class:** 1. Vince Woodman (1.3 Ford Escort), 12 m 30.4 s, 90.42 mph; 2. Phil Winter (1.3 Cooper S), 12 m 58.6 s; 3. Terry Hart (1.3 Cooper S), 13 m 03.2 s; 4. David Ings (R13 Cooper S), 13 m 37.6 s. **Fastest lap:** Woodman, 1 m 31.2 s, 93.0 mph.

**Up to 850 cc class:** 1. Mike Odell (850 Imp), 13 m 56.4 s, 81.12 mph; 2. Graham Sayer (850 Mini), 3. Roger Gill (850 Imp). **Fastest lap:** Odell, 1 m 41.4 s, 83.64 mph.

**STP Formula Ford round (8 laps):** 1. Derek Lawrence (Dulon-Rowland MP15), 11 m 52.6 s, 95.22 mph; 2. Donald Macleod (Van Diemen-Scholar), 11 m 53.2 s; 3. Chris Woodcock (Merlyn-Cooper Mk 20A), 11 m 59.6 s; 4. Tic Needell (Lotus-Scholar 69F), 12 m 00.6 s; 5. Richard Hawkins (Titan Mk 6), 12 m 02.8 s; 6. David Heale (Dulon-Rowland LD9), 12 m 08.8 s. **Fastest lap:** Macleod, 1 m 26.8 s, 97.71 mph.

**Formula Ford (8 laps):** 1. David Priddy (Lotus 51B), 12 m 26.8 s, 90.86 mph; 2. Ian Moore (Dulon LD9), 12 m 27.2 s; 3. Bob Birrell (Hawke DL10), 12 m 28.4 s; 4. Roberto Alvarez (Hawke DL10), 12 m 43.4 s; 5. Peter Goddard (March 703), 12 m 50.4 s; 6. Tim Warner (Elden Mk 8), 12 m 53.6 s. **Fastest lap:** Priddy, 1 m 31.8 s, 92.39 mph.

**Esso Uniflo Special Saloons (8 laps): Overall:** 1. Andy Rouse (2.0 Ford Escort), 12 m 0.4 s, 94.19 mph; 2. Brian Cutting (3.0 Ford Escort), 12 m 08.8 s; 3. John Turner (2.0 Ford Escort), 13 m 07.4 s; 4. Len Brammer (1.0 Mini).

**Over 1301 cc class:** 1. Rouse; 2. Cutting; 3. Turner. **Fastest lap:** Rouse, 1 m 26.8 s, 97.71 mph.

**851 cc-1000 cc class:** 1. Brammer, 86.11 mph; 2. Grahame Good (1.0 Ford Anglia); 3. Alistair McHardy (1.0 Hillman Imp). **Fastest lap:** Brammer, 1 m 36.6 s, 87.80 mph.

**Richardson Trophy Clubman's Formula (10 laps): Overall and up to 1600 cc class:** 1. Sid Marler (Gryphon C73), 14 m 09.8 s, 99.81 mph; 2. Andy Diamond (Gryphon C73), 14 m 10.4 s; 3. Peter Evans (Access 7X), 14 m 27.0 s; 4. Malcolm Jackson (BGL Mk 1), 14 m 28.6 s. **Fastest lap:** Diamond, 1 m 22.8 s, 102.43 mph.

**Up to 1000 cc class:** 1. Martin Young (U2 Mk X1B), 15 m 13.2 s, 92.88 mph; 2. Creighton Brown (U2 Mk X1B); 3. J. R. B. Morgan (U2). **Fastest lap:** Young, 1 m 29.0 s, 95.30 mph.

**Motoring News/Castrol Sports GT (8 laps): Overall:** 1. Jeremy Lord (1.6 Lola T212 FVA), 11 m 10.4 s, 101.21 mph; 2. Lyndon Thorne (1.3 Aldon BDA), 11 m 40.4 s; 3. Bill Needham (1.6 Coldwell C14B), 11 m 40.4 s; 4. John Markey (2.0 Gropa BMW).

**Over 1650 cc class:** 1. Markey, 96.85 mph; 2. Tim Goss (2.0 Chevron-BMW B5); 3. Hank Candler (2.0 March-BMW 73S). **Fastest lap:** Markey, 1 m 25.8 s, 98.85 mph.

**1301 cc-1650 cc class:** 1. Lord; 2. Needham; 3. Frank Aston (1.6 Astra FVA RNR1). **Fastest lap:** Lord, 1 m 22.6 s, 102.68 mph.

**Up to 1300 cc:** 1. Thorne, 97.27 mph; 2. Les Aylott (1.3 Ardua Mk 3); 3. B. Baker (1.3 Lotus 23B). **Fastest lap:** Thorne, 1 m 25.8 s, 98.85 mph (record).

**Britax Production Saloons (8 laps): Overall:** 1. Gordon Spice (3.0 Ford Capri), 13 m 35.4 s, 83.21 mph; 2. Donald Macleod (3.0 BMW), 13 m 41.4 s; 3. Bernard Unett (1.7 Hillman Hunter), 14 m 00.0 s; 4. Roger Bell (3.0 BMW), 14 m 00.6 s.

**Over £1500 class:** 1. Spice; 2. Macleod; 3. Bell. **Fastest lap:** Spice, 1 m 40.2 s, 84.65 mph (record).

**£1050-£1500 class:** 1. Unett, 80.78 mph; 2. Dennis Thorne (2.3 Vauxhall Firenza); 3. Derek Brunt (2.3 Vauxhall Firenza). **Fastest lap:** Unett, 1 m 43.6 s, 81.87 mph (record).

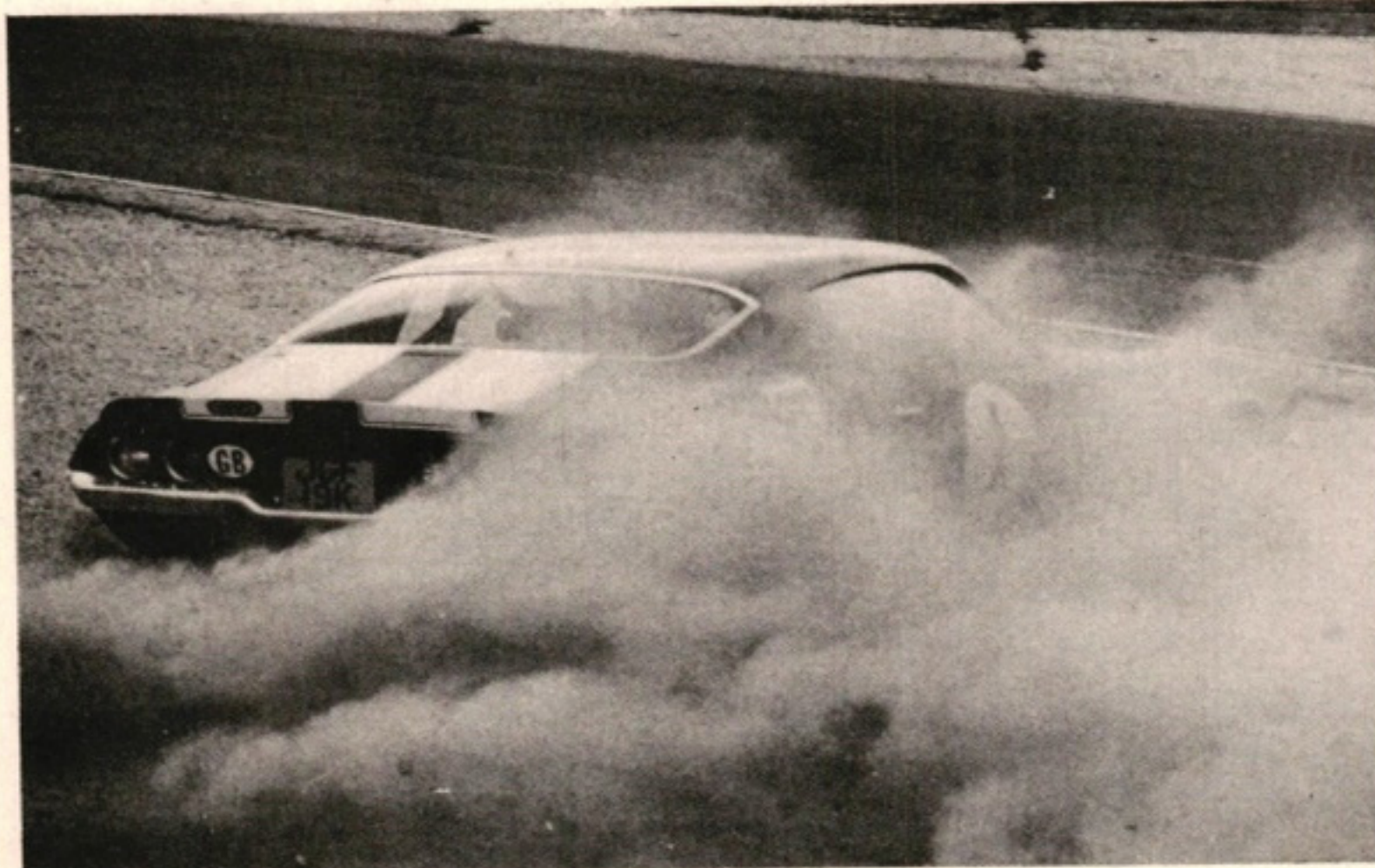
**£801-£1050 class:** 1. Ivan Dutton (1.3 Ford Escort), 15 m 17.4 s, 73.96 mph; 2. Brian Atthews (1.8 Vauxhall Viva); 3. Alan Foster (1.8 Morris Marina). **Fastest lap:** Dutton, 1 m 52.2 s, 75.59 mph (record).

**Up to £800 class:** 1. Tony Lanfranchi (1.5 Moskvich 412), 14 m 10.2 s, 69.83 mph; 2. Eric Horsfield (1.5 Moskvich 412); 3. John Turner (1.5 Moskvich 412). **Fastest lap:** Lanfranchi, 1 m 58.4 s, 71.64 mph.

**Forward Trust Formula Three (15 laps):** 1. Ian Taylor (March Holbay 733), 20 m 11.6 s, 105.0 mph; 2. Tony Brise (March Holbay 733), 20 m 18.0 s; 3. Masami Kuwashima (March Holbay 733), 20 m 23.2 s; 4. Leonel Friedrich (March Holbay 733), 20 m 29.2 s; 5. Alan Jones (GRD Vegantune 373), 20 m 30.2 s; 6. Matt Spitzley (March Vegantune 713M/733), 20 m 31.0 s. **Fastest lap:** Taylor and Brise, 1 m 20.0 s, 106.02 mph.



F3s entering the Chicane with Friedrich's March leading Jones' GRD and Spitzley's March (above). Terry Halls spins his Camaro in a cloud of dust (below).





All the fun and games of a Fordsport day came to Castle Combe last Saturday when the BRSCC South Western Centre were graced with a beautiful day at the Wiltshire circuit. Dunlop total mobility demonstrations, a flying display and Midget race punctuated the serious racing, while the day ended with a regrettably abbreviated Consul race.

Opening proceedings was a seven lap handicap race for Ford saloons, which was somewhat complicated to fathom out. Escort Sports in G1 trim took advantage of a generous handicap to dominate the results, with Lester May in the London Motor Group example collecting a win in his third race. Reg Smith took second, similarly mounted, while Sheila Islip-Underwood (Mrs) was third on the car's first outing. Further down the list, Vince Woodman collected a new class lap record in Andy Rouse's 2.0 Escort, although this was never acknowledged by the organisers.

The Formula Fords were split into two races, the quickest bunch contesting BOC and BRSCC SW championship points. At the off it was Terry Fisher (Merlyn-Tasman Mk 20A), Terry Richards (Merlyn-Scholar Mk 11) and Peter Orlando's similar car powered by a Longman prepared engine which disappeared into the distance, although that bunch lost Orlando at Quarry first time round, the Merlyn's back end being badly damaged. This left Fisher in a substantial lead from Richards, who was slowly being caught by a gaggle including Tony Rouff, Donald Macleod's Van Diemen, Tiff Needell, Derek Lawrence, and Ted Wentz. However, Macleod was the man to watch as he fought his way out of the bunch, while Richards got absorbed by it, and pulled away safely. Meanwhile, Fisher was getting smoky and on lap seven, he disappeared with the engine overheating to leave the Van Diemen to a confident win. Derek Lawrence was trying all he could to get by a weaving Fisher (breaking the tow was what the commentator said he was trying to do), but had to make do with third in the bunch, with Rouff fourth, closely followed by Denny Shattuck's works Elden, Bryan Sharp's Merlyn, and Tiff Needell's Lotus, the latter two on the same time.

Most of the GT40s and Cobras together brought most of the competitors to the spectator enclosures, but what a poor turnout: six Fords and two Cobras out of a total of 12 cars entered. What about George Pitt's Daytona Cobra, and all those Shelby cars rushing up and down the hills? One felt that the organisers could have rustled around for one or two more cars, while most of the GT40s were driven by owners who had never raced before. However, Paul Weldon took his ex-John Wyer road car off to a lead he wasn't to lose, although John Cooper was closing towards the end having never raced before in his ex-Nick Cuthbert/Tony Hancock GT40. Michael Barker's ex-Paul Hawkins GT40 was third for one lap before retiring, while the pole ex-Gulf Mirage of Anthony Hutton also completed one lap before retiring with gear selection problems. And that left Lord Cross in his much campaigned 4.7 Cobra to take third from Steven Smith's GT40. Not a great success, but nice to see those who did turn up.

Next came the "also-ran" FF race, but

Eventual fourth placed Allan Wilkinson takes to the grass dicing with Mike Crabtree's Mexico.



## CASTLE COMBE

# Da Costa and Macleod star

lurking at the back of the field was Peter Harrington's Cougar, having had a battery switch fault during practice, which was traced too late for him to start the main race. It took him five laps to chase through to the front, while Van Diemen were once again well represented with Canadian David McCallum leading until the Cougar showed up. Third was Robert Kerrie's Lotus until an indiscretion on lap four dropped him to the back of the field, allowing Frank Frybort to do the same thing from the same place at Quarry a lap later in his Merlyn. Rod Thompson (Hawke-Scholar DL9) and Rod Conway (Elden-Piper Mk 8) then squabbled for the place, Conway finally taking it after Thompson committed a large indiscretion for all to see at Camp, causing all kinds of phenomenal avoidances, but finally delaying only Dennis Trott badly. Harrington, who was visiting the circuit for the first time in reconnaissance for a future Wella round, was troubled with a leaky brake cylinder towards the end, but held off the Van Diemen.

The special saloons really provided a fantastic race for five laps, the varying Escorts of John Turner (2.0 V8 BRM power), Andy Rouse (2.0 BDA G2), and Brian Cutting (3.0 V8 Martin) crawling all over one another for the lead, although mostly it was Turner's in the early stages. Cutting got by both of them in one fell swoop on lap four and began to pull away, while Rouse spun it away at Tower and was unable to restart. Cutting, whose car was smoking away with up to three oil leaks, was troubled with a Mini on lap seven at Quarry and spun, but still retained the lead from Turner, until a battery lead, thought to be loosened by the Mini incident, dropped off, and Turner went through to win. Richard Longman's 1.4 Mini led the rest for a while, but shortly after being overtaken by Vince Woodman's G2 1.3 Escort BDA, the petrol pump gave trouble, and he stopped for temporary repairs. Woodman took the next class up and a new lap record for the class, with Alan Curnow taking the baby class from Allan Parfitt, who overcame a third placed George Constantine.

The Mexicos provided good entertainment as usual, although once again the hairy men wrought their havoc on those more careful, in the form of bent metal. Allan Wilkinson made a good start from Barrie Williams, but by the end of the first lap, poleman David Da Costa had fought his way through in his Longman prepared example to lead lap one from Wilkinson, Mike Crabtree's Willment car, Rod Mansfield (Tricentrol), Peter Ripley, Gordon Rigby, and Barrie Williams. Williams took little time to carve his way through the field to be challenging a second placed Mansfield for the lead next time round, while the field was split and depleted by a careless shunt at Quarry which left Peter Ripley and Stuart McCrudden at the back of the field. Williams was providing the entertainment now trying everything to get by Mansfield, while Da Costa was untroubled. However, for six of the ten laps, the Tricentrol car kept Williams at

bay, and that's how they finished. Fourth was a lonely Wilkinson, followed by Nick Weir who had fought out of a gaggle comprising Rigby, who retired, Derek Smith, Eric Chappell, John Waterman, Gillian Fortescue-Thomas and Mike Freeman. Chappell finished sixth ahead of Smith, Waterman, Fortescue-Thomas and Freeman.

Finally came the return match of the racing/rally drivers battle in Consuls, and fine entertainment it made. Richard Longman was on pole, Roger Clark beside him and Dave Brodie next. Clark led off the line, but first time round it was Brodie in very entertaining style, from Longman, while Clark led a gaggle including Fall, Gerry Birrell (a rally driver incidentally), Barrie Williams, and Tony Pond. The action was very hairy with the spectators at bends being showered with fresh Castle Combe grass, as the rally drivers took to their beloved grass and rough ground, although Williams too enjoyed numerous returns to the rough. So they continued with little place changing but lots of grass tracking among the leaders, while Williams' car was stove in at the side so that even the window was broken. Andy Rouse was now in the battle for third, with Clark still in command. However, suddenly it was all yellow flags towards Quarry and a new leader. Going up towards the marshal's post on the inside towards Quarry, Tony Pond had overtaken one side of Clark, and Longman the other, both meeting when trying for the same line over the bump. Longman went sideways into the post, dislodging earth, sleepers, Armco and supports, while Pond came into the side of him. Brodie spun on the dirt and rubble at Quarry, so a shade Clark led next time round, although Andy Rouse got the better of him before the race was stopped to extract the unfortunate drivers. Despite his seat being no more than 18 inches wide, Longman escaped with a broken pelvis, while Pond and four marshals escaped with cuts and bruises. Longman's car was very much written off, and only three cars escaped without dents: Gillian Fortescue-Thomas', Jeff Churchill's Ford wrench and Mick Jones'. A sad way to end an otherwise entertaining day.

## BOB CONSTANDUROS

**Rallye Sport Trophy for Ford saloons, handicap (7 laps):** 1, Lester May (1.3 Escort Sport G1), 69.73 mph; 2, Reg Smith (1.3 Escort Sport G1); 3, Sheila Islip-Underwood (1.3 Escort Sport G1); 4, Rod Mansfield (1.6 Mexico); 5, Jeff Churchill (Mexico G1); 6, Mike Crabtree (Mexico). **Fastest lap:** Vince Woodman (2.0 Ford Escort BDA), 1 m 07.5 s, 97.70 mph (record).

**BOC Golden Helmet Formula Ford race and BRSCC SW FF round (10 laps):** 1, Donald Macleod (Van Diemen-Scholar AF73), 11 m 50.8 s, 93.18 mph; 2, Terry Richards (Merlyn-Scholar Mk 11A), 11 m 56.8 s; 3, Derek Lawrence (Dulor-Rowland MP15), 11 m 57.2 s; 4, Tony Rouff (Merlyn-Vegantune Mk 20A), 11 m 58 s; 5, Denny Shattuck (Elden-Piper Mk 10), 11 m 58.2 s; 6, Bryan Sharp (Merlyn-Rowland Mk 20A), 11 m 58.4 s. **Fastest lap:** Macleod and Mike Taylor (Wimhurst-Scholar), 1 m 09.8 s, 94.90 mph.

**Ford GT40s and AC Cobras (7 laps):** 1, Paul Weldon (4.7 Ford GT40), 8 m 34.4 s, 90.13 mph; 2, John Cooper (5.0 Ford GT 40), 8 m 39.8 s; 3, Lord Cross (4.7 AC Cobra), 9 m 27.2 s; 4, Steven Smith (4.7 Ford GT 40), 9 m 40.8 s; 5, Martin Hilton (4.7 AC Cobra), 9 m 41 s; 6, Mark Finburgh (5.0 Ford GT 40), 10 m 02 s. **Fastest lap:** Cooper, 1 m 10.5 s, 93.56 mph.

**Formula Fords (10 laps):** 1, Peter Harrington (Cougar-Scholar 73F), 12 m 07.5 s, 91.11 mph; 2, David McCallum (Van Diemen-Scholar AF73), 12 m 09.0 s; 3, Rod Conway (Elden-Piper Mk 8), 12 m 29.2 s; 4, Robin Maydew (Alexis-Kenny), 12 m 30.4 s; 5, Julian Clark (Royale RP3), 12 m 33.2 s; 6, Rod Thompson (Hawke-Scholar DL10), 12 m 38.6 s. **Fastest lap:** Harrington, 1 m 10.8 s, 93.56 mph.

**Special saloons over 1300 cc, 1001 cc to 1300 cc, and 851 cc to 1000 cc (10 laps):** 1, John Turner (2.0 Ford Escort BRM V8), 11 m 50.4 s, 93.24 mph; 2, Vince Woodman (1.3 Ford Escort BDA), 12 m 06.0 s; 3, Denis Welch (1.6 Ford Anglia), 12 m 38.4 s; 4, John Morgan (3.8 Jaguar Mk 1), 12 m 43.4 s.

**Over 1300 cc class:** 1, Turner, 93.24 mph; 2, Welch; 3, Morgan. **Fastest lap:** Andy Rouse (2.0 Ford Escort BDA), 1 m 08.0 s, 97.41 mph.

**1001 cc to 1300 cc class:** 1, Woodman, 91.24 mph; 2, William Abbott (1.3 Morris Cooper S); no other finishers. **Fastest lap:** Woodman, 1 m 10.8 s, 93.56 mph (record).

**851 cc to 1000 cc class:** 1, Alan Curnow (1.0 BMC Mini), 82.54 mph; 2, Allan Parfitt (1.0 BMC Cooper S); 3, George Constantine (1.0 Austin Clubman). **Fastest lap:** Parfitt, 1 m 17.8 s, 85.14 mph.

**Motorcraft Mexico challenge round (10 laps):** 1, David Da Costa, 13 m 57 s, 79.14 mph; 2, Rod Mansfield, 13 m 57.6 s; 3, Barrie Williams, 13 m 58 s; 4, Allan Wilkinson, 14 m 04.8 s; 5, Nick Weir, 14 m 12.6 s; 6, Eric Chappell, 14 m 15.4 s. **Fastest lap:** Williams and Mansfield, 1 m 22 s, 80.78 mph.

**Racing and Rally drivers in 3.0 Consul GTs (8 laps):** 1, Andy Rouse, 11 m 46.2 s, 75.04 mph; 2, Roger Clark, 11 m 46.4 s; 3, Tony Fall, 11 m 49 s; 4, John Chatham, 11 m 53.4 s; 5, Andrew Cowan, 11 m 54.2 s; 6, Gillian Fortescue-Thomas, 11 m 55.2 s. **Fastest lap:** Rouse, 1 m 25.4 s, 77.56 mph.



# Correspondence

## Don't kill the Targa...

Thank you, Doug Nye, for bringing to the attention of the British race-going public that the Targa is about to die. A friend and I went to see the race this year for the first time (and last if it is put into a permanent circuit). This is not so much a race, more a total experience. Where in the rest of the world could you see motor racing as it should be? I think everyone on the well-known tour we went with is in agreement that they would have to have a go at racing on this course, and having driven round it I know the four occupants of the car we were in were in total agreement on that fact.

I think lasting impressions of the race for me, drinking beer by the roadside, were to see van Lennep in the Porsche coming across a bridge which formed a right-hander slightly tweaked up, and the hordes of locals who ran to help one of the 1000 cc cars who spun in front of de Adamich's Alfa. It's primitive, but to my eyes it's not excessively dangerous for either drivers or spectators, and to counter that, the passion of the local crowds is beyond belief especially when one of the local favourites passes.

I agree with Brian Redman that it is dangerous for prototypes, but, let's face it, these creations may be aesthetically beautiful, but once again everyone on the tour will agree how much more like proper cars the Porsche Carreras, the beautiful Lancia Stratos, the de Tomaso Pantera, and even the little Lancia HF's, Alfa Romeos, etc looked. If the prototypes are going to kill such races as the Targa, I say kill the prototypes.

WIMSTCLIFF-ON-SEA, ESSEX.

D J. CUNDY.

## And thank you, Doug Nye...

If only the CSI were made up of people like Doug Nye (*Purely Personal*, June 7) then the public would be able to relax and watch motor racing being run as it should be run. Circuits would be interesting and races exciting because all of the natural flavour of great races would be preserved. There would be no flat, featureless race tracks but undulating, well-thought-out, spectator-caring-for, safety-regarded circuits with plenty of character and natural beauty. Alas! though, for Doug Nye is not the CSI and we must suffer the frustration of tying ourselves in knots as we sit and watch that bunch of block-heads who will not content themselves until they have completely ruined the sport!

ALVERTON, CORNWALL.

IAN C. HOWATSON.

## For pointing it all out

I would like to congratulate you on the latest format of *AUTOSPORT*. I have been a contented reader since 1965 (and a racing enthusiast for somewhat longer). But the *Purely Personal* column is one of the best things to happen to the magazine—not forgetting Pete Lyons, of course! Doug Nye's piece (June 7) sums up my feelings exactly about the sport. Hooray for Jacky Ickx and drivers like him!

ENFIELD, MDX.

D. M. KOCH.

## Trevor Scarratt and I

I was amazed when I read the report of Monoposto STA-Power/Hobbs Padgett championship race at Brands (*AUTOSPORT*, June 7). I don't know where your information comes from but as I was involved in the accident I would have preferred to see it printed correctly.

I have every respect for Trevor Scarratt and appreciate that he is a more experienced driver than me. But I find it hard to understand how, when I was on line, and entering Paddock Bend, that Trevor's car, approaching my rear left hand side, lost control and struck my nearside wheel. Fortunately I avoided his car as it spun, but on striking my wheel, the wheel must have got damaged as the tyre went down half way out of Paddock Bend. Even with full right-hand lock on I was unable to keep it from leaving the circuit and hitting the Armco at the bottom of Paddock, extensively damaging the left hand side of my Terrapin. I suffered less personal injury than Trevor—just a bruise on my side and leg—but being purely an enthusiast who built his own car with limited resources, it hurts my pocket more than my body.

HAVANT, HANTS.

PETER L. SOLMAN.

## No contact

I would like to put right your report of the large capacity saloon race at Mallory Park on June 3. You reported that my car touched the Mini of Nick Wattiez, resulting in him turning over. At no time did our cars touch, as there is not even a scratch on my Capri, and this is borne out by the marshals at this part of the circuit, and by the race result sheet. I was very sorry that Nick's very immaculate and fast Mini ended up like this after such an excellent drive, and enjoyable race.

KELMARSH, NORTHANTS.

BILL COX.

## Zolder's spectator drawbacks

My wife and I have recently returned from the GP at Zolder, which we both found good racing. However, two things we found a bit of a let-down. First, why do circuit owners insist on 6ft high fences around the spectators and then why have barbed wire on the tops, so that you tear your clothing? Continental crowds surely are not that badly behaved. Secondly, how can anyone justify £7.50 for paddock tickets? This was our first continental GP and all I can hope is that they are not all like this.

CHELMSFORD, ESSEX.

JERRY TURNER.

## Datsun's record set straight

As an enthusiastic and ardent rally fan, I would like to point out a mistake John Bolster made when he said Datsun won the East African Safari in 1966 (*AUTOSPORT* June 7). In fact, the Datsun effort began in earnest in 1969 when they took third, fifth, seventh, eighth and 11th places overall, the manufacturers' team prizes and the first six places in class D. The winner in 1966 was Bert Shankland in a Peugeot 404, with Chris Rothwell in the co-driver's seat.

ST ALBANS, HERTS.

ERIC ROSEDEN.

## Please take care of this area

Being two responsible clubs who are resident on OS sheet 12 we feel we must appeal to all rally organisers contemplating using this map for all future rallying activity to take extreme care with route preparation.

The state of relations with the general public and police due to indiscriminate use are rapidly approaching the point where this map will become unralliable! This situation has been brought about by the apparent lack of PR work and the rallying of certain roads to the absolute limit permitted by DoE regulations.

We would therefore invite all organisers contemplating using this map to contact one of the undersigned clubs, who will be only too pleased to advise on problem areas.

This is a good map. Please do not kill it!

LEICESTER.

J. A. T. HOWE,

Chairman, Loughborough CC.

B. J. HARRISON,

Secretary, Poachers MC.

## Organisers; FF is the star turn, treat it as such

I am the managing director of a group of companies who are now in their second year as sponsors of a Formula Ford racing car. As a result of our group's involvement in sponsorship, I have become an enthusiastic supporter of motor racing, and particularly of Formula Ford racing. In recent weeks I have seen some particularly good Formula Ford racing, so much so that I have regarded it as the star attraction of the meetings I have attended, and I suspect that this view is held by the majority of the public who support motor racing.

There has been considerable correspondence in your columns regarding the cost of Formula Ford racing, and while there are varying views as to its actual cost, it is undoubtedly expensive, particularly for that great number of "privateers" who contribute so much to this formula.

If, as I suspect, Formula Ford racing provides a very considerable following at each meeting, I am of the opinion that the organisers are getting their main attraction "on the cheap." It would seem that the prize money awarded to the drivers supports my view, and further, the sponsoring companies and privateers are subsidising the organisers by thousands of pounds each meeting. Add to this the sponsorship of the actual races by companies such as STP and BOC, plus the drivers' entry fees, and one can very quickly become incensed!

I would like to see the formula receiving far more recognition in cash terms by the organisers. Start money may be a little premature, but entry fees are becoming an insult to a formula which provides the most interesting and exciting race of the day at most meetings. I suspect that a boycott by the Formula Ford drivers for better terms would result in a substantial fall in attendances at meetings, and perhaps those responsible would then give serious consideration to the contribution that this formula makes to the sport, and to the spectator appeal of the sport.

I am astounded that these devoted (and I use the word advisedly) young men go on pouring money into a formula whose treatment of them, in my view, leaves much to be desired.

CANWICK, LINCOLN.

R. H. ADAMS.



The Triumph Dolomite is one of those cars which is better than it has any right to be. With conventional chassis features, it holds the road astonishingly well, and its compact size gives it a tremendous advantage on narrower or crowded roads. Yet, it is a four-door saloon with ample rear seat room and a useful luggage boot.

Normally powered by the well-known slant-four engine of 1854cc, which also powers the Saab 99, the Dolomite is a very pleasant car to handle, with ample performance for its size. Now, the Sprint has burst upon an astonished world, with a 40 per cent power increase and only wider tyres on light-alloy wheels to give the game away.

The soul of the Dolomite Sprint is its 16-valve engine. The enormously sturdy 5-bearing unit has been stretched to 2-litres and the new head has inclined valves, with the inlets operated directly through bucket type tappets from the chain driven overhead camshaft. There are 8 cams for the 8 inlet valves and these same cams operate the smaller exhaust valves through rockers. It will be understood that the timing of the exhaust valves need not be similar to that of the inlets, for altering the profiles of the feet of the rockers would give different figures. However, a symmetrical timing diagram with split overlap has been chosen, the leverage of the rockers reducing the lift of the exhaust valves.

There's nothing new under the sun, and this type of valve operation was used on



The Sprint has a 40 per cent increase in power with only wider tyres on light alloy wheels to give the game away.

## Two litres and sixteen valves boost Triumph's Dolomite to a Sprint

some early motorcycles. The inlets, being larger, are directly beneath the camshaft, while the lighter exhausts have the small weight of the rockers added to them. The engine breathes through two SU carburettors.

The Sprint closely resembles a standard Dolomite at a glance, which is fun when you are blowing off Capris and BMWs. The interior has that air of quality which only Triumph know how to produce at a moderate price. It is delightful to find, once again, that steering wheel adjustable in both directions instantly and that circular dial, with clearly printed indications that you are driving with the choke, the hand brake, and all the wrong

switches on. These, and many more carefully thought out details, make one feel that it is nice to be driving a Triumph again.

The performance of this gay little car is electrifying, but that is only one side of its character. The flexibility is beyond belief and the acceleration from below 20 mph in top gear is both smooth and rapid. Very few 2-litre 4-cylinder cars can be driven in this way with any pleasure, but the complete absence of rumble and thump is remarkable. Very slow traffic driving and continuous idling never cause a plug to foul.

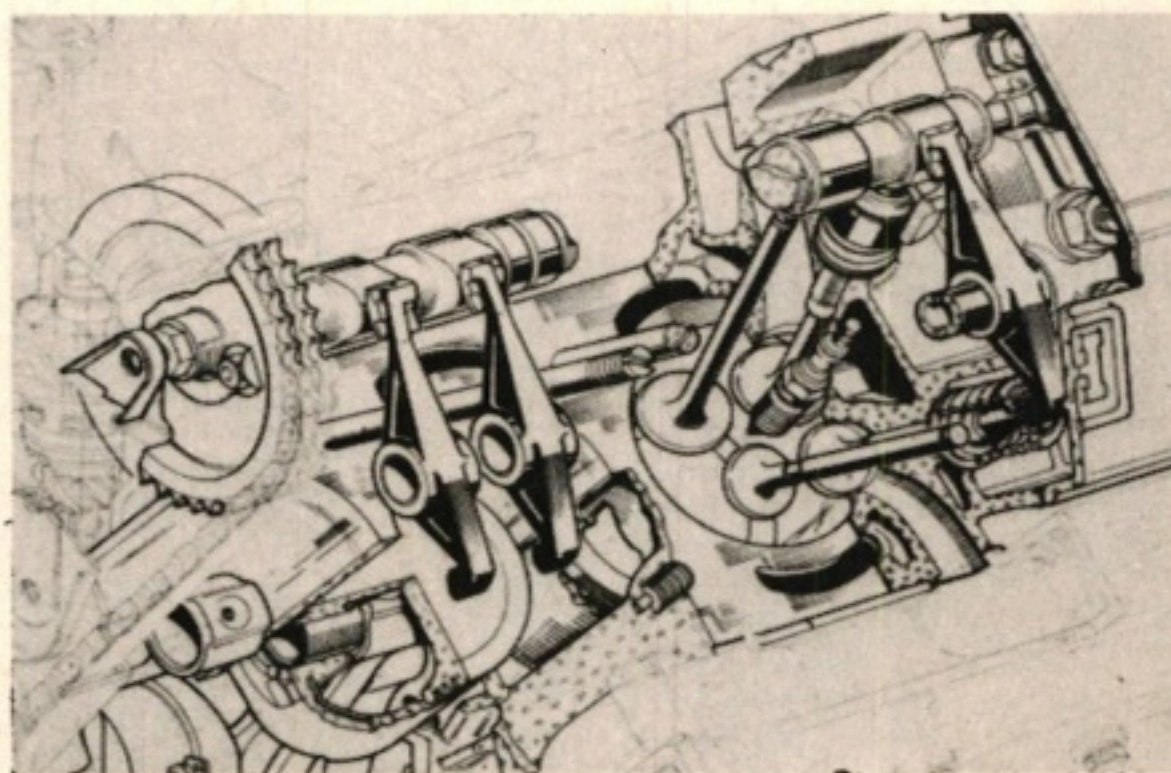
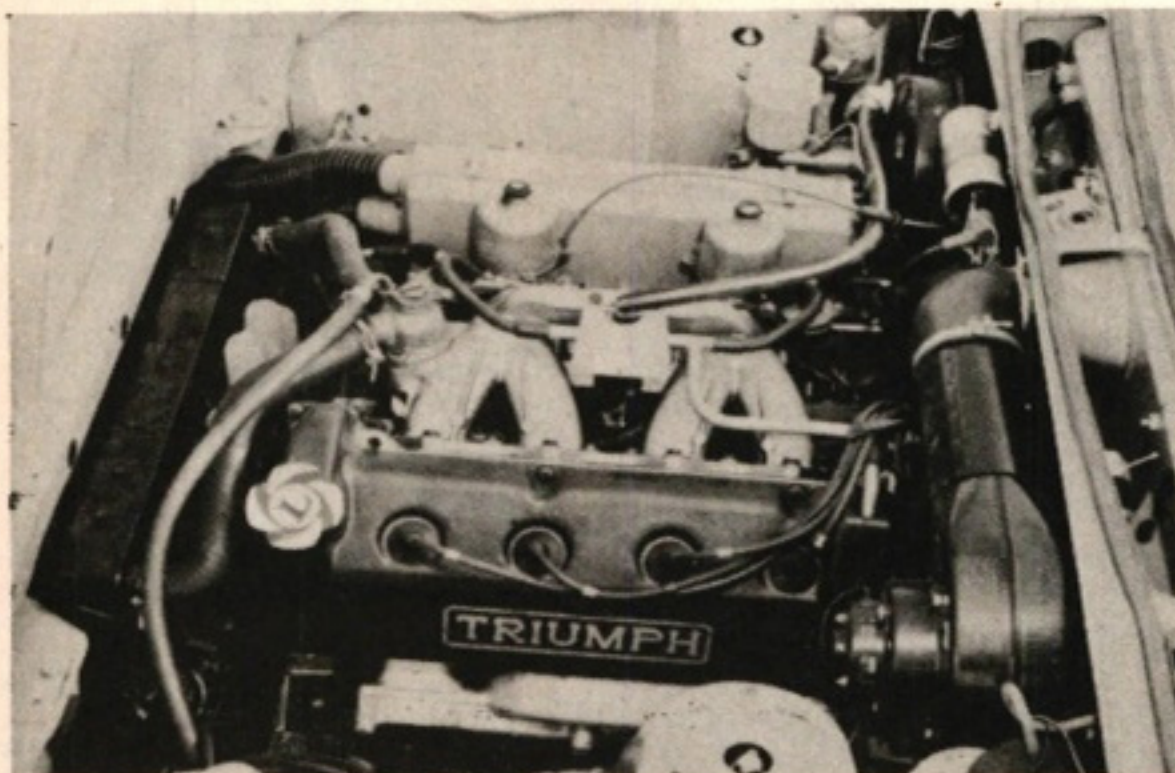
During ordinary driving in England, the Sprint does nothing to indicate its potential.

There is a feeling of extra responsiveness when the accelerator is depressed, and that is all. It is a little quieter than most small saloons and the high gearing gives a sense of ease, but try putting your foot down!

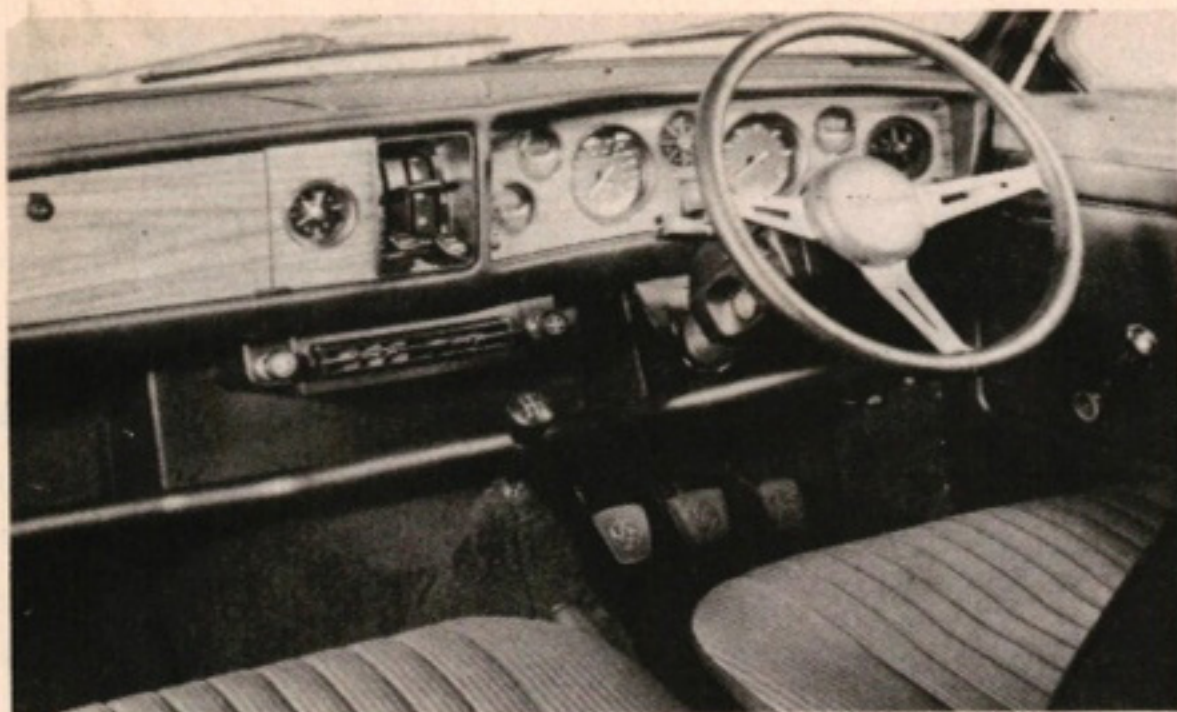
The Dolomite runs straight up to a stop-watch-timed 118 mph—about 122 on the speedometer. At this speed, the engine at last admits to being a 16-valver and there is the joyous boom of efficient machinery at work. The axle ratio is correctly chosen and I did not succeed in getting the rev-counter into the red in the top gear at any time, though I certainly tried. The close-ratio gearbox helps in recording some splendid acceleration figures and the high bottom gear, in spite of being good for over 40 mph, makes spirited getaways possible.

The 0-60 mph time of 8.4 s is the mean of runs in both directions and I had 8.0 s dead one way. The car is enormously satisfying to drive fast and seems willing to go flat-out all day. Because it is inconspicuous, the wrong people do not notice that one is putting up an impressive average. The gearbox is quiet and light in operation, very quick changes being possible.

The soul of the Dolomite is its 16-valve engine. Right, the valves operate from eight cams for the eight inlet valves, the same cams operating the small exhaust valves through rockers.







Controls are well placed and eyeball vents are effective.

The Dolomite is very fast through corners, with a handling characteristic that really is neutral. The suspension is not as hard as would be expected, though it cannot soak up the very worst bumps. Among all the cars with live rear axles, this one must have about the best compromise between ride and handling. It does not possess the flat ride of some all-independent cars, but it feels glued to the road and completely safe; the road-holding at high speeds is assisted by a front spoiler.

With so much acceleration on tap and handling that encourages its use, the Dolomite Sprint needs good brakes. These it has and they show no sign of distress when used hard and often. The four headlamps allow fast driving at the end of the day.

All the creature comforts have been considered, with comfortable seats, a good all-round view, and the controls well placed. The heater is effective and quite quick in action, while the eyeball ventilators provide copious cool air for breathing.

In a short report, it is difficult to put across the personality of this exceptional car. The sheer performance is obvious from the acceleration figures, but it is the smoothness and flexibility which so endear the Sprint to its driver in ordinary everyday use. However fast a car may be, there is no pleasure in using it all the time if the engine vibrates,

the body panels boom, and you have to row it along with the gearlever. The Dolomite Sprint has impeccable town manners and all the performance of the hairiest cars.

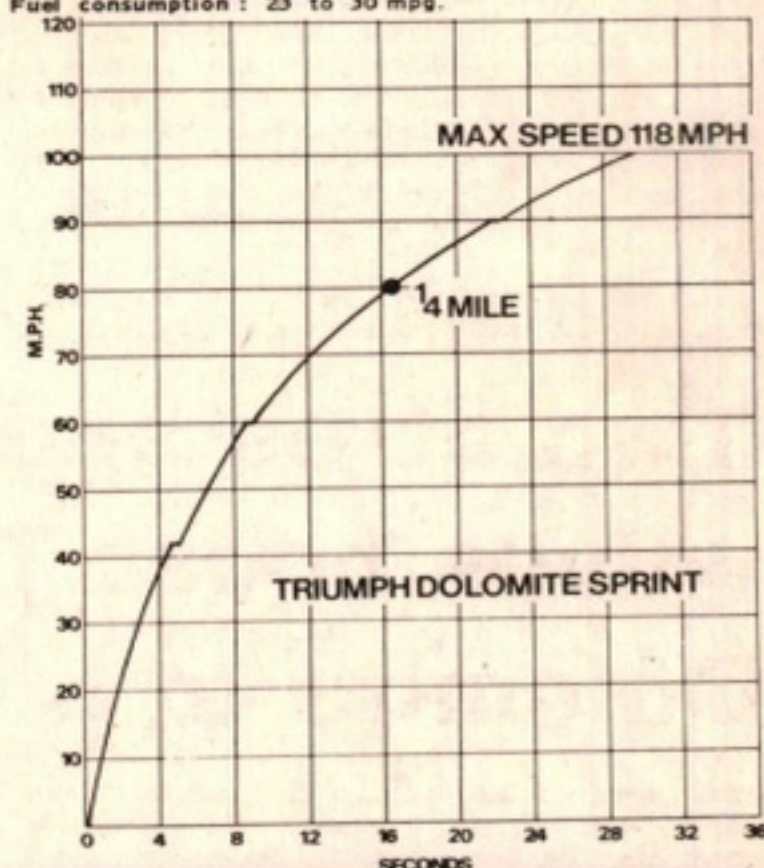
Finally, the cost of petrol is going up and up. This car is outstandingly economical if the speed limit is obeyed and the fuel consumption is still quite reasonable when the full performance is employed. The performance of some very fast cars is rather unrealistic because it cannot be used without frequent and expensive refuelling. In this respect, as in many others, this Triumph is a practical family car yet it can walk all over a great many sports cars.

**SPECIFICATION AND PERFORMANCE DATA**  
Car tested: Triumph Dolomite Sprint, four-door saloon.  
Price £1739.84.  
Engine: Four-cylinders inclined at 45 deg, 90.3 mm x 78 mm (1998 cc); compression ratio, 9.5 to 1; 127 bhp at 5700 rpm; single overhead-camshaft with duplex chain drive operating 16 valves; twin SU carburettors.  
Transmission: Single dry plate clutch; four-speed all-synchromesh gearbox with central remote control, ratios 1.0, 1.39, 2.10 and 2.99 to 1; two-piece propeller shaft with central steady bearing; hypoid rear axle, ratio 3.45 to 1.  
Chassis: Combined steel body and chassis; independent front suspension by wishbones, coil springs, telescopic dampers and anti-roll bar; rack and pinion steering; rear axle on longitudinal lower links and angled upper links with anti-roll bar, coil springs and telescopic dampers; servo-assisted disc front and drum rear brakes; bolt-on aluminium alloy wheels fitted 175/70HR13 radial ply tyres.  
Equipment: Speedometer, rev counter; fuel and temperature gauges; voltmeter; clock; heating, demisting and ventilation system; two-speed windscreen wipers and washers; heated rear window; flashing direction indicators.  
Dimensions: Wheelbase, 8 ft 0 5/8 in; track (front)



Forerunner of the Sprint—Brian Culcheth's experimental rally Dolomite.

4 ft 5 1/2 in, (rear) 4 ft 2 3/8 in; overall length, 13 ft 6 in; width, 5 ft 1 3/4 in; weight 1 ton.  
Performance: Maximum speed, 118 mph. Speeds in gears: third, 90 mph; second, 60 mph; first, 42 mph. Standing quarter-mile, 16.6 s. Acceleration: 0-30 mph, 3.2 s; 0-50 mph, 6.5 s; 0-60 mph, 8.4 s; 0-80 mph, 15.6 s; 0-100 mph, 29.9 s.  
Fuel consumption: 23 to 30 mpg.



## Special stage

edited by Ian Sadler

### Curley wins C of Donegal

Cahal Curley won the Circuit of Donegal rally last weekend from Adrian Boyd (2nd) Bill Coleman (3rd). Curley was driving a Porsche Carrera for the first time.

### Jimmy Savile for RAC Rally?

It is rumoured that the BBC disc jockey and generally eccentric personality Jimmy Savile will be competing in this year's RAC Rally with Jill Robinson in the Clarke and Simpson team.

### Badham's Crusader plans

Rodney Badham.

Rod Badham the Rugby rally driver is to enter the Castrol Rallypoint series this season in his Clan Crusader. He will be sponsored by Gandy Master Brake Linings of Wallasey, Cheshire. This is the company's centenary year and is the first time they have moved into the field of motor sport sponsorship. Badham is hoping to instal an 1140 cc engine in the Clan for the next meeting on July 12th.



## INTERNATIONAL NEWS

### NZ Heatway entries closed

Entries for New Zealand's Heatway Rally have now closed and seeding has been allocated. A healthy variety of cars entered is indicated by seven completely different makes in the first 10 starters. Starting at 1 will be Hannu Mikkola/Jim Porter (Escort RS1600) followed by Shekhar Mehta with a Datsun 180B SSS. Andrew Cowan starts at 3 with a Mini Clubman 1275 GT (the same one he drove successfully last time). Mike Marshall, who was rallying in Britain last year and was a spectators favourite on the last RAC with his very sideways style before an accident, starts at 7. Of 120 starters 12 in all are not from New Zealand, the majority of foreign entries being Australian. The Heatway, which

starts on July 7th does not finish until the 14th, after 3600 miles driving.

### Polish Rally—the route

Next round of the World Rally Championship the Polish Rally takes place from the 12th to 15th of July. The rally will consist of two sections with just a 3 1/2 hour pause at the start/finish Wisla Stadium, Krakow, between the loops. The first loop will be of 1500 kms with 362 kms of special stages. After the western loop and the rest halt the second eastern loop takes in 1670 kms with 379 kms special stages before the finish at about 1 pm, July 14th. The first loop, which starts at 5 pm on the 12th, finishes at 2.30 pm on the 13th.



# Special stage

## Locals win tough Ypres

—Brian Culcheth led British entry

The Belgian fruit importer "Pedro" together with "Jimmy" driving their 3-litre engined Cabana BMW 2002 survived the carnage of 4 laps of the very testing circuit comprised of 3 special stages, a couple of selectives and tight road sections, to win last weekend's 12 Hrs of Ypres.

A total of 17 British crews were amongst the 120 cars that left Ypres at 4 pm on Saturday afternoon. This was soon reduced to 16 when Peter Warren yumped his Audi 80GL hard on stage 7 and cracked the sump. Warren was trying the car prior to the Tour of Britain. Leading the British contingent were Brian Culcheth/Johnstone Syer in the ageing 1300 Marina and were lying in an incredible 4th position at the start of the final lap when electrical troubles dropped them back to 10th behind Bob Jeffs and Don Davidson.

Of the leading cars, Gilbert Staepelaere held an early lead

with the 2-litre works Escort (the one used by Sparrow on the Acropolis) but had to retire on the 3rd lap after cracking bones in his wrist on the first lap when crossing on to some cobbles. Per-Inge Walfridsson, once again with John Jensen was doing well when the Volvo's electrics failed completely on the third lap.

Peter McDowell driving the Ton Tyres 1.9 Opel Ascona led the rest of the Britishers finishing 21st despite five spins. Leo Bertorelli finished 25th in his Alfa Romeo GTA while Bernard Banning brought his G1 Avenger to 29th just behind Tony Maslem's Porsche. Only other British crew to finish were the Moores in 43rd position with their 998 Cooper.

1. Pedro/Jimmy (3.0 BMW 2002), 53 m 35.4 s; 2. Laurent/Hammelrath (Renault Alpine), 55 m 57.9 s; 3. Dolk/de Jong (Opel Ascona), 58 m 05.8 s; 4. Vangreken/Wiedenhof (BMW 2002), 59 m 16.5 s; 5. Plas/Maes (Renault Alpine), 59 m 43.8 s; 6. Rieu/Andy (BMW 2002), 61 m 13.2 s; 7. Vanderschrick/Magalihaes (Porsche 911), 61 m 35.6 s; 8. Luybrechts/Luybrechts (Daf 66), 62 m 29.9 s; 9. Jeffs/Davidson (Escort RS1600), 62 m 47.3 s; 10. Culcheth/Syer (Morris Marina), 63 m 05.5 s.



### BRIEFLY . . .

● After Tony Pond's fine drive on the Scottish (his reward for coming second on the Mexico rally championship last year), it will be interesting to see how Russell Brookes fares on the Jim Clark RAC championship rally on June 30th. It is open knowledge that Roger Clark views road rallying as poor experience for the real thing—international sport—and the sad fortunes of George Hill and Will Sparrow in works Escorts on the Welsh and the Acropolis, when their cars let them down, has not given him an opportunity to review his feelings. Russell is unique in being one of few road drivers who have made their mark in stage rallying. Russell is at present leading the Welsh rally championship after winning the recent Wye and Hereford Evening News rallies; he is second in the C/MN series and third in the 1973 Mexico series. He gains this works drive on the Jim Clark after winning the first quarter's Mexico series. His performances to date this year have all been put up in the Brooklyn Garages Mexico. His car for the Jim Clark Memorial Rally will be a full 2-litre Escort.

● The Bath Motor Club are to hold a Rally Forum on June 25th at their new Club Headquarters at County Hotel, Pultney Road, Bath. Heading the list of panelists will be Bath member Henry Liddon who will be bringing along Ford Competitions Manager Peter Ashcroft and Kleber Scholarship winner Chris Slater; also on the panel which will be chaired by Mike Broad will be Castrol Competitions Manager Roger Willis. The Forum commences at 8 pm.

● Sighted in the Isle of Man last week was Castrol's Roger Willis, who had flown in straight from the Scottish Rally, and scheduled to arrive later in the week were John Foden and John Davenport. Castrol are to be the main sponsors of this year's International Manx Trophy Rally, the regulations for which are due out shortly.

● AUTOSPORT readers last week may be excused for wondering what really happened to Paul Appleby on the Scottish. His engine did not fail, he did not go off, in fact his half shaft broke where the shaft went into the diff, on stage 30. Unlike Hibbert who had a similar failure as he cruised over the finishing line on a stage, Appleby was stuck in a stage and had to retire. His engine, incidentally, was this time a 1650 Chris Steele RS, and not the Mexico he uses on the BTRDA Gold Star rallies.

● Regulations are now out for the Nutcracker Rally, round 7, the Castrol/MN Rally Championship which takes place in South Wales on July 21/22, 1973, the night following the Hackle. Once again supported by W. H. Baker, Ford Main dealers in Merthyr Tydfil, from where the event starts at 9.30 pm, the event is being held over 190 miles of public roads, despite the short night. Maps required are 127, 128, 140, 141 and 154, and the rally will be based entirely upon selectives. Details from: Mrs Sheila Evans, Silverstone, Pentwyn, Treharris, Glam (Treharris 518).

● A driver having to wait for his 2-litre is Mike Hibbert, who expects to have the new Centre Hotels car ready for the Hackle, and be entering the old "CS1" for the final time on the Jim Clark. The Scottish was the first time this car has not let him down this year, since the registration number was taken away from the car.

● After five rounds the Manx rally championship is having its customary recess due to the holiday season and will resume again in October, and the leading contenders at this stage are: Drivers: 1, Ken Leece (RS1600), 34 pts; 2, Ian Corkill (Escort TC), 32; 3, Chris Kennaugh (Anglia GT), 20; 4, Edward Christian (RS1600), 14; 5, Tony Higgins (Cooper S), 10; 6, Haydn Minay (Escort GT), 4. Navigators: 1, Martin Wasley, 32; 2, John Stott, 25; 3, John Dods-worth, 20; 4, Mike Castle, 19; 5, Ian Mellor, 11; 6, Peter Dudley, 4.



Top right: Brian Culcheth with Johnstone Syer and BL's much-rallied 1.3 Marina managed as high as 4th before electrical trouble delayed them. Above: Vanderschrick's Porsche 911 finished 7th. Below: Per-Inge Walfridsson—retired on lap three with complete electrical failure.





Hallelujah, Guy Edwards! The Chris Amon of 2-litre sports cars finally found a little bit of luck to win the Trophees d'Auvergne at the tortuous Clermont Ferrand track last Sunday in the works Barclays International Lola T292. His long-awaited victory had a touch of the good luck that has always let him down in the past, for it was Arturo Merzario in a new Abarth who set the pace before handing the lead to Gerard Larrousse in his Archambeaud Lola-BMW Schnitzer when the coil packed up. The Frenchman then dominated matters, pulling out a lead of 30 s on Edwards before making a couple of pit stops for new batteries. So, the blue Barclay car was in front but who would have given Guy any hope? A few laps to run — something would go wrong! Penultimate lap — he couldn't finish this lap! But he did, taking the flag after 32 gruelling laps some 16 s ahead of the Crowne Racing Lola of Chris Craft who was, in turn, a couple of minutes in front of the only other unlapped runner, John Burton, in the Red Rose Chevron B23. Lolas filled the next two spots, courtesy of Carlos Santos in the Team BIP T292 and Fred Stalder in an older T290. March honour was upheld with a sixth place for newcomer Alain Peltier in the Vic Elford 73S.

Two-litre racing is really on the map this year with good quality fields, close, very fast racing and a variety of cars and engines. Lola are now ahead of Chevron by 10 points in the series with Craft moving farther ahead in the drivers' section after failing to make it a hat-trick of wins.



Championship leader and second at Clermont, Chris Craft (above) and Trophees d'Auvergne winner Guy Edwards (below).



Guy Edwards, seen here at Ricard, had his first 2-litre sports car win with the Barclays International Lola T292 at Clermont Ferrand.

## CLERMONT FERRAND

# Lucky Guy scores his first 2-litre race win

By PAUL THOMPSON

## ENTRY AND PRACTICE

Thirty-five cars were scheduled to appear in the fourth round of the 2-litre sports car championship, a superb entry by anyone's standards. Five non-starters left 30 to fight for a place on the 25-car grid which meant that a couple of "slow, mobile chicanes" at the end of the field would gratefully be removed. Surprisingly, many of the quicker drivers had never visited the 5.005-mile Charade circuit before, but by the end of practice you would not have guessed it. That abominable paddock still exists and the facilities are hardly fit for a club race, let alone an international, but the 51 corners twisting round the volcanic plateau above Clermont is surely one of the biggest challenges left in European road racing.

The organisation was pretty slick nevertheless, with a results and press service in the hands of Promocourse who should be given the rights on doing this at every circuit, such was the quality and speedy despatch of information. The organisers, however, dropped a clanger in allowing just two practice sessions of an hour only, one on Friday and one on Saturday. This allowed for an average of 12 laps a session which was hardly adequate to set up the cars and gave drivers very little chance of getting to grips with the circuit.

One man who did get to grips, though, was the wiry little Italian, Arturo Merzario. "Art" had not been to Clermont before and he missed Friday's session before going out in a new Abarth PA1 and setting the place alight with a pole position time of 3 m 6.4 s in just 11 laps. This was a full 2½ s quicker than Gerard Larrousse in the Archambeaud Lola-BMW/Schnitzer T292 who shared the front row of the two-two grid. The smiling Merzario was quite delighted with his car which had an engine change for the race, but if you mentioned Sweden or Ferrari, that Italian temperament was likely to explode! Larrousse held the sports car lap record at Clermont, having pushed a Matra 660 round

in 3 m 10.8 s two years ago. Josef Schnitzer was on hand to keep an eye on his users and had supervised the fitting of a new mill for the Frenchman for practice. He quoted 278 bhp and Gerard was very happy with car and engine but could only improve on his Friday time by 0.2 s.

Taking third slot on the grid was that under-rated Frenchman, Jean-Pierre Jabouille in the "super light, super fast" Alpine A440. Little was changed outwardly since Imola except the fitting of not wheel arches but rear wheel covers. On Friday porous wheels were found to be letting the air out and an older tyre was fitted before reverting to older rims instead on Saturday, when the Frenchman got down to 3 m 9.2 s. The car had been overheating during the hot, muggy sessions and this was cured by fitting an additional water radiator. Jabouille reckoned on doing a 3 m 2 s in the race! Sharing this row was the first Ford user, Chris Craft, in the very well prepared Crowne Racing Lola T292 and rebuilt BDG. Once again Chris had no problems and the team were wondering if luck would hold for the hat-trick. This was his first outing at the track and having been third quickest on Friday he knocked another 2.4 s off on Saturday to end up with a 3 m 9.5 s. A demon tweak from ex-Brabham mechanic "Blip" was the strengthening of the rear cross-member pick-ups and a couple of struts to take some of the pounding as it was discovered that was this flexing at Imola and had developed some cracks where they should not have been.

Except for a couple of the Marches, all the runners were on Firestone and John Ward had a few experimental compounds to try out. All such runners plumped for the same mix except Edwards who ran harder fronts. But the few Goodyear-shod cars, notably Hezemans', once again had chunking trouble.

Edwards, in the works Barclay's International Lola was back on the third row of the grid having managed relatively few laps on either day with fuel pressure problems. This was something unknown up to now, so



the plumbing was altered and an extra Bendix pump fitted for race day when Guy hoped all would be well, especially as he had been here before. Jean-Louis Lafosse sat next to him, having tweaked his Lola T292 complete with Chevy-Cosworth mill round in 3 m 11.3 s. The Frenchman's car has changed allegiance to Gallia cigarettes since Imola and was painted in a rather dull beige colour which gave other drivers little or no time to get out of the way as Louis haired round. His major incident happened on Saturday when he went off, bending the front end, allegedly due to the front suspension setting which dropped the ride height and so caused bottoming.

Jean-Claude Andruet was just 0.2 s slower than his compatriot but equally as hairy in his own, but works-assisted, Abarth PA1. He, too, missed Friday's practice, but was much happier now that his own outfit looks after the car.

First Chevron up came next, courtesy of John Burton in his regular Red Rose B23 and running a new slightly larger Smith FVC of 1970 cc. The extra 40 cc comes from a modified crankshaft and along with team-mate Lepp he was running de Carbon shockers for the first time. On Friday the throttle stuck half open, causing the inevitable *contretemps* with the adjacent metal barrier. Damage was confined to the front end, however, with a bottom wishbone and suspension damage, a broken wheel and tattered nose. All was well again for Saturday when John got going to record 3 m 12.0 s. Over 1½ s slower was John Hine in the second Osella Abarth PA1. This was the car Pescarolo used at Imola and looked quite exciting with Hine at the wheel, for he was more often than not on opposite lock in a trouble-free practice. Like Merzario, though, he had a fresh engine for the race. The team BIP Lola T292s for Carloses Gaspar and Santos were very evenly matched and they were next up split by the second Red Rose Chevron of John Lepp. Both cars were using Heini Madar-built FVCs of 1980 cc which they found very reliable. Gaspar had recurring trouble with the belt driving the metering unit breaking and he changed his rather soft tyres to a harder compound for the race after discovering a vibration was caused by chunking. Lepp's 3 m 14.7 s was a half second slower than Gaspar but a full second quicker than Santos. He was running the regular 1930 Smith FVC but with longer injection trumpets for some low down torque.

A very subdued Gabrielle Serblin in the Pagnosin March-BMW recorded 3 m 16.5 s for, after running-in a new engine on Friday, he cricked his back on Saturday lifting a Honda generator. Alain Peltier was having his second outing in the Ecurie Vic Elford March-BMW and hoping he wouldn't be punted off this time. Vic did some sorting on Friday before the Belgian saloon man went out to manage a 3 m 17.5 s lap. Fred Stalder was out again with his older Lola T290 and home-built 1900FVC, just 0.2 s slower than Peltier but a second quicker than the Ecurie Dinotrol Chevron B23 1800 FVC of Roger Dubos. Jim Busby was having his last race in Europe for a while with the second Barclays Lola, again running the big valve, short trumpet 1970 cc Richardson BDG. His 3 m 19.3 s was managed after bottoming trouble and a dose of "which way does the track go?" The car is going to the States this week for a few SCCA events before returning to Europe in time for the Enna slipstreamer. Next man up, Hervé Bayard in the second Archambeaud/Swiss Cheese Lola-BMW/Schnitzer, was over 2 s slower but had no problem and a fresh mill was installed for the race.

Toine Hezemans was not a very happy man at the back of the grid in the Trivellato-entered, Voxson-sponsored, works March BMW. The car had the new bodywork fitted with a better snout and modified rear body with full width wing. However, so much down-force was created at the front that more wing was needed at the rear to compensate. This in turn was causing the body to rub on the wheels and eventually the whole lot collapsed, the supports then being strengthened for the race. Toine was not happy with the road holding either, and the

soft F1 Goodyear tyres were just not suitable. The Dutchman's best time was a very slow 3 m 22.5 s, just ahead of the development March from the Colonial Racing Team for Bert Kuehne. Bob Evans was again on hand with a couple of works mechanics to keep an eye on things. The Canadian's car was being tried with a few suspension tweaks and a smaller rear wing like the original one used in South Africa but with a couple of deep tabs on the outside at the rear. The gearbox was hidden with the catch tank, a gearbox oil cooler and two batteries, one either side. The car will also be going to the States soon for the Watkins Glen 6-Hr.

Three private English Chevrons were next up, with Pete Smith in his B21 pipping Roger Heavens' B23 by a second to record 3 m 22.6 s. Heavens blew his 1800 FVC and fitted a 1900 cc unit for the race. Martin Raymond was just a little slower on 3 m 23.9 s but his unusual position was due to a whole heap of problems. His 1930 cc Smith FVC vented the block on Friday when a rod let go and the fresh unit had electrical trouble with the fuel pressure playing up, plug leads flying off and then a puncture. Six laps in toto was all he managed. Rene Herzog was the only GRD to run with an 1800 mill after Jorge Obermoser packed his car away with all the engines blown. At the back Ian Grob just made it with his KVG racing B23 and Rondel 1930 FVC, but his eight laps had him pretty knackered.

Manfred Mohr led the non-qualifiers with the AMS Tecno but once again the car was overheating and he packed up after two laps on Saturday. In fact the engine blew a core plug in the end with the temp gauge going down instead of up, so Manfred thought he had better pull in! Marie-Claude Beaumont was using Chevy Cosworth power in an older Lola T290, recording 3 m 30.2 s to be second reserve. In fact she got a run in the end.

## RACE

By heavens, it was hot on Saturday, but a little rain in the evening helped clear the heaviness for the race which was still run under a blazing sun. The big headache was whether the cars would last the distance on their small fuel tanks. The organisers had been told that refuelling would be necessary if the scheduled 38 laps took place so this was cut to 32 as there are no provisions for refuelling in the very tight pits, and a separate refuelling bay after the first corner is a farce. Unfortunately, we lost the Alpine on the warm-up lap when a stone was digested through an inlet trumpet, bending a valve. Lead weight had been added but there were quite a few team managers eager to lay down a fiver if the car finished the distance well up! The start was delayed after lining up on the dummy grid before the pits, causing one or two engines to get a little hot but not Merzario's for once on the grid proper the Italian thumped the pedal and shot off ahead of Larrousse who made a bid at the first corner. Edwards was third and watching his mirrors closely, as Lafosse had scattered everyone haring down the middle of the grid to be fourth out into the country. Serblin had got a blinder to be next up ahead of Craft, Andruet, Hine, Burton and the gaggle. After a couple of minutes they came back into view, climbed the steep twisty piece behind the pits and flashed past with Merzario still ahead of Larrousse and showing that there cannot be too much wrong with the latest Abarth. A gap had already opened to Edwards. Then came Lafosse and Serblin, going like a ding-bat, with Craft a fraction farther back. Chris was one who had nearly boiled at the start and he was taking it easy for a few laps out of anyone's slipstream to let the water cool. Next time round Serblin was ahead of Lafosse, and Burton had displaced Hine. But Lafosse picked up a puncture on his next tour and called at the pits, as did Serblin a lap later for a new set of plugs. Merzario had the edge over Larrousse on lap three but next time round the Frenchman was all alone out front, Arturo having parked round the back with a duff coil. Edwards was second but there was nothing he could do about the Frenchman who

steadily increased his lead. Craft was back up to third but had lost any chance of a tow waiting for the water temperature to go down.

Going really well from his first lap, in ninth place, was Burton who took one person per lap to climb to fourth by the fifth tour. Hine was in the groove and very slowly gained on the Chevron, though. The two BIP Lolas were farther back, running together, with Gaspar ahead, and then another gap to Lepp who was already in trouble with locking brakes. Peltier, Bayard and Stalder were scrapping merrily just ahead of Dubos and Martin Raymond making ground from his lowly grid position, but then he dropped back again with the motor fluffing. Hezemans was not interested in racing, pitting on lap two with the throttle stuck half open. It was not fixed for a long time and the Dutchman did a few more laps before pitting for good on lap 15. Serblin impressed once again, for after his stop he pulled right back to fifth behind Burton before retiring near Merzario's parked car with electrical trouble and more oiled plugs. Andruet visited the pits early, having dinged the metal barriers and split a wheel in his enthusiastic rally-style, which he is going to have to modify on the circuits. But he was going well again before stopping for another puncture on the 20th lap.

By half distance (16 laps) Larrousse was well in command, the Schnitzer motor not missing a beat and his lead over Edwards was an incredible 30 s. Guy was that much in front of Craft. Burton was a little closer in fourth, with Hine just 20 s adrift in fifth. Santos was sixth, as Gaspar had recurring practice troubles when the metering unit drive belt sheared once again a lap earlier. Lepp hauled in the Portuguese driver but whatever ground he made up he kept losing having to brake much earlier to stop the locking. Bayard in the second Schnitzer Lola was some way behind but had the close attentions of Andruet who was storming back through the field. He had just passed Peltier who was still hammer and tongs, scrapping with the old Lola of Stalder. Then came an unhappy Raymond. The rest of the field was lapped.

Larrousse had it sewn up for a win, but on the 21st lap there was no Gerard. Edwards was in the lead. The Frenchman had to pit for a new battery and yet another after six more laps. He was understandably annoyed as he could have carried on with a mechanical fuel pump which he had wanted fitted before the race. So the "unlucky" Edwards had a comfortable lead over Craft and, unbelievably, Guy's luck held to the flag for himself and Barclays to notch up their first 2-litre win. Craft was a comfortable second although he had been troubled throughout with a bad dose of understeer. This was worse with a full fuel load at the start as team manager Keith Greene thought a little harder springing would help. Burton's fine third was dogged from the fifth lap with no clutch. Lepp lost a prospective fourth place and champion points when the brakes locked once too often, putting him into the barrier front-first four laps from home.

Of the other finishers, Busby soldiered on with only fourth and fifth gears while Raymond had gone out when a front wishbone collapsed. Heavens had a spin and could not restart and Hine did likewise but lost his fuel pressure, dropping back to 13th. Smith was quite happy, his problem being lack of horses and himself, he reckoned. Grob made a number of stops, including an early one to check the front bodywork after the unnerving experience of having it lift on him.

Trophees d'Auvergne, Clermont Ferrand, June 17

2-litre Sports Car Championship, round 4.

32 laps, 160.016 miles.

1. Guy Edwards (2.0 Lola-BDG T292), 1 h 42 m 23.9 s, 151.033 kph;
2. Chris Craft (2.0 Lola-BDG T292), 1 h 42 m 39.4 s;
3. John Burton (1.9 Chevron-FVC B23), 1 h 44 m 39.5 s;
4. Carlos Santos (2.0 Lola-FVC T292), 31 laps;
5. Fred Stalder (1.9 Lola-FVC T290), 31;
6. Alain Peltier (2.0 March-BMW 735), 31;
7. Jean Louis Lafosse (2.0 Lola-Vega T292), 31;
8. Roger Dubos (1.8 Chevron-FVC B23), 30;
9. Jean-Claude Andruet (2.0 Abarth-Osella PA1), 30;
10. Jim Busby (1.9 Lola-BDG T292), 30;
11. Bert Kuehne (2.0 March-BMW 735), 30;
12. Pete Smith (1.8 Chevron-FVC B21), 30;
13. John Hine (2.0 Abarth-Osella PA1), 29;
14. Gerard Larrousse (2.0 Lola-Schnitzer/BMW T292), 29;
15. Marie-Claude Beaumont (2.0 Lola-Vega T290), 29;
16. Roger Heavens (1.9 Chevron-FVC B23), 29.

Fastest lap: Larrousse, lap 23, 3 m 7.5 s, 154.656 kph (record).



# Taylor dominates F1200

The "Low Cost Formulae" had a day out at Brands Hatch last Sunday when the Romford Enthusiast's CC laid on nine races which produced rather unspectacular racing, although the Shell Sport Celebrity Mexico race ended the day on a high note, when Frank Hopper was disqualified from first place after a last lap incident with Nick Whiting, both having scored earlier wins.

In the Formula 4 race, the first six cars held station from the end of the first lap onwards. John Webb's Team Castrol Chevron B9 coasted across the line to take the chequered flag with the oil pressure taking a dive, and Dave Griffiths was lucky to get second place after his Chevron B15/17 had an adventure on the grass at Clearways on lap 4. Webb also broke the four year old lap record.

To help swell the grid for the Miglia Mini championship round Mini 7s were admitted to the race. However it was the Miglia car of Phillip Spurling who dominated the proceedings throughout, his Oselli tuned vehicle being 5.4 s ahead of championship leader Dudley Fisher at the end. In the five championship rounds so far held this year, Fisher's Chevron Mini has been runner-up each time. Martin Blunt's Mowog Mini 7 won the smaller class by a fraction.

The Super Visco F1200 race was next on the agenda, and there was little anyone could do about the superiority of Mike Taylor's Tetranychus Telarius which is now in Mk 3 form. Arthur Mallock in one of his own cars of course had quite a task keeping Bill Cowling in the Navajo and John Corboy's Mallock Mk 8 at bay, but he needn't have worried too much after Cowling had spun at Clearways on lap 8 for Corboy had a 10 s penalty to overcome, his reward for being over-eager at the start. However at the end Corboy was far enough in front of a disgruntled Cowling to finish third. Taylor sliced a further 1.6 s off his lap record.

The best dicing in the Direct Racing

Supplies Mini 7 championship race was farther down the field. In the absence of Alan Corbishley, who should have occupied the middle of the front row, Mick Moss had no worries, his Trident Mini finishing 3 s ahead of Chris Tyrrell, whose Calbrook Mini had had a lonely race until the last lap when Tony Westbrook made up a couple of seconds to finish only a few lengths behind the Calbrook car. Norman Finn led the next big squabbling group until the last lap when four cars got by him led by Danny Crosbie and Jim Mancey's "double" Mini, the exhaust pipe sticking 4 ft out of the side of the car from lap 8.

The leadership was shared equally for the Sta-Power Monoposto race, John Boughton's Brabham BT18 leading for the first five laps and Brian Toft's Anco leading for the last five laps. In making a big last lap effort to retake the lead the Brabham collided with the Armco at Kidney, but Toft was able to hold the big slide to take the narrow victory. Brian Jordan's Nike had split these two for the first three laps but he dropped it at Bottom Bend and took a lap to restart.

Ray Calcutt established his lead further in the Kent Messenger 1000 cc saloon challenge. Although he had claimed pole John Homewood failed to take up the position after his Sunbeam Imp picked up a puncture in the pit road. Calcutt made a dreadful start but on lap 4 he blasted past Ryan Lee's Mini on the grass on top straight, the Mini immediately pulling off with a loose rocker nut, which thus made the rest of the race a mere formality for the Kent Messenger Imp driver. The Minis of Terry Attoe, Mo Mendham and John Walsh had a terrific scrap for the next placings, and they finished in that order, only inches separating Attoe and Mendham.

After recent weeks, things calmed down in the Formula Ford race, points of which, counted towards the Townsend Thoresen championship. By the end of the 10 laps, the Royales of Frank Hopper and Roy Klomfass,

edited by Robert Fearnall

and Richard Morgan, returning temporarily to his Lotus 61, were well separated, while Howard Drake and Wil Arif enjoyed a good dice for fourth place, Drake's Royale getting the verdict by 0.4 s over Arif's Merlyn. By finishing sixth, Rob Wicken now loses the Townsend Thoresen lead to Hopper.

This week Nick Whiting had to work harder for his saloon win than in recent weeks. His Escort-FVA only got off the line when the first four rows were through, and once in to second place on lap 2 he had a devil of a job getting past Tony Whibley's Drake and Fletcher Viva GT. Whiting achieved his goal in a hairy manoeuvre along top straight on lap 7 while lapping Richard Kitteridge's class winning 850 Mini, although in the remaining three laps he could only pull out 0.8 s. Brian Cox's Clubman claimed the middle class honours after a lonely run in third place.

The Shell Sport Mexico race brought things to a close and it was undoubtedly the best race of the day. Phillip Spurling led the enormous gaggle until lap 3 when Frank Hopper arrived on the scene from the fourth row. The Irishman then proceeded to pull away from the big seven car train. By lap nine Nick Whiting and John (F4) Webb were on the leader's tail and as the Escort man got alongside Hopper on Bottom Straight on the last lap the FF ace forced Whiting on to the grass, Nick taking Kidney in true rallycross style. Although Hopper took the chequered flag 0.2 s ahead of Whiting, he was later disqualified for his last lap tactics.

## PAUL KING

**Low Cost Racing Ltd Formula 4 Championship (10 laps):** 1. John Webb (1.0 Chevron-Lucas B9), 9 m 15.2 s, 80.40 mph; 2. Dave Griffiths (1.0 Chevron-Felday B15/17), 9 m 27.6 s; 3. Maurice Ogler (1.0 Brabham-Felday BT28), 9 m 30.0 s; 4. Fergus Tait (1.0 Chevron-Cosworth B15/17), 9 m 31.0 s; 5. David Pullen (1.0 March-Lucas 703), 9 m 33.8 s; 6. Andrew Stevens (1.0 Brabham-Lucas BT28), 9 m 52.6 s. Fastest lap: Webb, 53.6 s, 83.28 mph (record).

**National Mini Miglia Championship and Mini Se7en (10 laps):** 1. Phillip Spurling (1.0 Oselli Mini), 9 m 58.4 s, 74.62 mph; 2. Dudley Fisher (1.0 Chevron Mini), 10 m 03.6 s; 3. Eric Groves (1.0 Tollgate Mini), 10 m 21.0 s; 4. Tony Tiley (1.0 Mini), 10 m 27.0 s.

**Mini Se7en class:** 1. Martin Blunt (850 Mowog Mini), 66.61 mph; 2. Mike Fry (850 Mini), 3. Hugo Hoyle (850 Mini). Fastest lap: Hoyle, 1 m 03.8 s, 69.97 mph.

**Mini Miglia class:** 1. Spurling; 2. Fisher; 3. Groves. Fastest lap: Spurling, 58.8 s, 75.92 mph.

**Super Visco National Formula 1200 Championship (10 laps):** 1. Mike Taylor (1.2 Tetranychus Telarius Mk 3), 9 m 11.8 s, 80.90 mph; 2. Arthur Mallock (1.3 Mallock U2 Mk 11B), 9 m 19.2 s; 3. John Corboy (1.3 Mallock U2 Mk 8), 9 m 30.0 s; 4. Bill Cowling (1.2 Navajo Mk 1), 9 m 46.6 s; 5. Peter Lloyd (1.2 Nomad Mk 1B), 9 m 54.8 s; 6. Andrew Armstrong (1.2 Mallock U2 Mk 6), 9 m 55.0 s. Fastest lap: Taylor, 53.6 s, 83.28 mph (record).

**Direct Racing Supplies Mini Se7en Championship (10 laps):** 1. Mick Moss (Trident Mini), 10 m 36.6 s, 70.12 mph; 2. Chris Tyrrell (Calbrook Mini), 10 m 39.6 s; 3. Anthony Westbrook (Mini), 10 m 40.0 s; 4. Danny Crosbie (Mini), 10 m 50.6 s; 5. Jim Mancey (Jimini Mini), 10 m 51.2 s; 6. Chris Winter (Lexter Mini), 10 m 51.6 s. Fastest lap: Moss, 1 m 02.2 s, 71.77 mph.

**Sta-Power Monoposto Championship up to 1000 cc, and 1001 to 1600 cc (10 laps):** 1. Brian Toft (1.6 Anco-Ford), 9 m 14.4 s, 80.52 mph; 2. John Boughton (1.6 Brabham-Swindon BT18), 9 m 14.6 s; 3. Alan Baillie (1.6 Viking-Holbay TA), 9 m 22.2 s; 4. Bruce West (1.6 Brabham-Sigma BT18), 9 m 26.0 s.

**Up to 1000 cc class:** 1. Ken Crook (1.0 Lotus-Cosworth 41), 77.91 mph; 2. Robert Laughton (1.0 Brabham-Ford BT18); 3. Ron Livingstone (1.0 Lotus-Ford 41C). Fastest lap: Laughton, 54.6 s, 81.76 mph.

**1001 to 1600 cc class:** 1. Toft; 2. Boughton; 3. Baillie. Fastest lap: Boughton, 53.2 s, 83.91 mph.

**Kent Messenger Saloon Car Challenge up to 1000 cc (10 laps):** 1. Ray Calcutt (1.0 Hillman Imp), 9 m 47.6 s, 75.97 mph; 2. Terry Attoe (1.0 Cooper S), 9 m 57.0 s; 3. Mo Mendham (1.0 Caffyns Mini), 9 m 37.0 s; 4. John Walsh (1.0 Vickers Mini), 9 m 58.0 s; 5. Mike Chapple (1.0 Hillman Imp), 10 m 03.6 s; 6. Norman Head (1.0 Roospeed Mini), 10 m 04.2 s. Fastest lap: Calcutt, 57.2 s, 78.04 mph.

**Townsend Thoresen Formula Ford Challenge (10 laps):** 1. Frank Hopper (Royale-Vegantune RP16), 8 m 57.8 s, 83.00 mph; 2. Roy Klomfass (Royale-Vegantune RP16), 8 m 59.2 s; 3. Richard Morgan (Lotus-Vegantune 61), 9 m 06.0 s; 4. Howard Drake (Royale-Piper RP16), 9 m 07.4 s; 5. Wil Arif (Merlyn-Scholar Mk 17), 9 m 07.8 s; 6. Rob Wicken (Merlyn-Piper Mk 17A), 9 m 08.4 s. Fastest lap: Hopper 52.8 s, 84.55 mph.

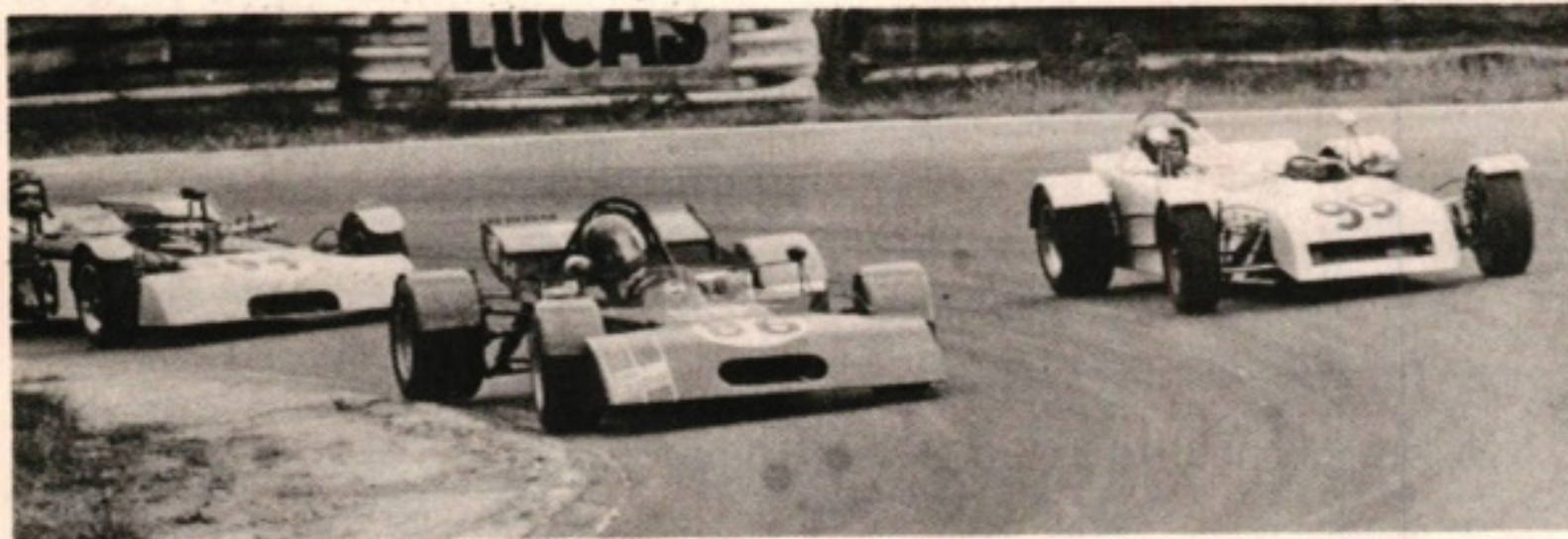
**Saloon Cars up to 850 cc, 851 to 1300 cc and over 1300 cc (10 laps):** 1. Nick Whiting (1.6 Ford Escort FVA), 9 m 24.4 s, 79.09 mph; 2. Tony Whibley (2.3 Vauxhall Viva GT), 9 m 25.2 s; 3. Brian Cox (1.3 Mini Clubman), 9 m 41.6 s; 4. Colin Folwell (3.0 Ford Capri), 9 m 46.4 s.

**Up to 850 cc class:** 1. Richard Kitteridge (850 Mini), 67.41 mph; 2. Stuart Nicholls (850 Mini); 3. George Champion (850 Mini). Fastest lap: Fred Jury (850 Vickers Mini), 1 m 03.4 s, 70.41 mph.

**851 to 1300 cc class:** 1. Cox, 76.75 mph; 2. Bernard Bird (1.3 Vickers Mini); 3. Alain Lempereur (1.3 Cooper S). Fastest lap: Cox, 56.2 s, 79.43 mph.

**Over 1300 cc class:** 1. Whiting; 2. Whibley; 3. Folwell. Fastest lap: Whiting, 55.0 s, 81.16 mph.

**Shell Sport Celebrity Mexico Race (10 laps):** 1. Nick Whiting, 11 m 30.4 s, 64.66 mph; 2. John Webb, 11 m 30.6 s; 3. Mick Moss, 11 m 32.2 s; 4. Bernard Bird, 11 m 34.4 s; 5. Phillip Spurling, 11 m 35.0 s; 6. Ray Calcutt, 11 m 35.6 s. Fastest lap: Whiting, 1 m 06.2 s, 67.43 mph.



Michael Taylor's Tetranychus Telarius (86) leads the U2s of Corboy and Mallock (above). John Webb's Chevron leads the F4 field into Paddock (below).





# Rally record

by John Davenport



"We had a couple of near misses which were unnecessary in a rally reputed to be won or lost on the special stages."

## BNU experience

You must know the story about the train driver who gets up late, cuts himself shaving, misses the bus, finds his bike has a puncture but finally gets to work and takes a train out only to find to his horror that on the same track as himself is an express thundering towards him. The punch line 'amounts to the fact that it was one of those days when he would have been better advised to have stayed in bed. We all get days like that but last week I had seven of them.

To be honest, things didn't start all bad for I was intending to fly down for the BNU Rally in Mozambique with Chris Sclater on the Saturday following the Scottish Rally, but due to pressing journalistic commitments—like three unfilled pages of *AUTOSPORT*—I finally left on the Sunday. To my joy, the South African Airways 747 was scarcely one-third full and I enjoyed almost personal service, a good film and four seats for a bed. When I got to Johannesburg, I discovered why the aeroplane was empty, for it was the African winter and though the sun was shining, the temperature was lower than in London. I had a reception committee of Chris, Ewold van Bergen and John Stanton from Nissan-Datsun who were providing our steed for the rally, and Don Tait who was assistant clerk of the course and responsible for inviting us on behalf of the Portuguese organisers. The rally is called the BNU because it is basically a Portuguese event based in Mozambique and sponsored by the Banco Nacional Ultramarino who offer as first prize a fully paid trip to compete in the RAC Rally. With SAA, Shell and the Bank of Lisbon and South Africa also lending sponsorship, I should imagine that their credit is quite good!

Having had such a nice sleep on the 747, I couldn't plead that I needed to retire at once so we retired to the Datsun competition department where our car was nearing completion despite some last minute hang-ups on supply of brake pads, map lights, etc. It was a brand new 1800 SSS with the 510 body as the 180B is not yet sold in South Africa. It was originally destined to be a service car but Datsun kindly offered to prepare it as a rally car so that we could drive in the BNU Rally. One of the biggest problems (I am not trying to be facetious) was fitting Mr Sclater into the car and even after the seat had been moved back, his knees interfered with the steering wheel and his head with the roof. We made the usual half-lewd comments about how to solve the problem but eventually got him quite comfortable after borrowing van Bergen's own seat out of his private car. Because a lot of parts from Japan were held up on a ship somewhere in the Indian Ocean, we had a standard steering wheel, standard steering ratio, a normal five-speed gearbox and a 4.6 axle instead of a 4.8 but frankly the whole car was so new to us that it didn't seem to matter. We were so happy to have a solid car that went when you put your foot on the throttle, that we were in no mood to complain.

Especially, that is as the ladies' crew of Oda Andersson and Charlotte Heuser were

in an even worse fix, for their 1200 Datsun had seized a piston while being run in by the boss the previous night and while we were discussing the finer points of Sclater topography, their engine was in bits having a re-build. The mechanics stayed up all night to finish her car and drove it in shifts to run it in ready for the start on Wednesday morning.

We had a bad night's sleep before the rally as some clever person had left the windows open in the hotel room and it bore a strong resemblance to a refrigerator, but at least we were up bright and early the next morning. The start was in a basement of the Bank of Lisbon and South Africa but we got lost in rush hour traffic and had no time to count the gold bars before we were flagged off on the concentration run. It was all so speedy that we didn't even get a time written in on the card and neither did Ove Andersson nor Arne Hertz starting just in front of us in a 2-litre Toyota Celicia. We had breakfast down the road together and discussed it, and it was eventually clarified 12 hours later when the controller at the next time control wrote the time in for us. I won't say anything more about the concentration run except to say that I don't ever enjoy them and apart from getting a look at the spectacular mountains of Lesotho, this one was no exception to the boring rule.

Wednesday night saw us in the bitter cold of the veldt winter near a place called Belfast and I was regretting the idea of bringing shorts and T-shirts. There was one stage to be held before a very brief night halt and this was an excellent dirt road over a mountain which was like a very smooth, fast RAC Rally stage but without any comforting trees. Andersson was fastest, almost a minute quicker than us over the 23 km but despite the fact that Chris had not driven the car before, we made seventh best time and were quicker than any of the other Datsuns. In front of us were the Boreham-prepared Escort 2-litre of Odendaal, the 5-litre Chevrolet Firenza of Jan Hetteema, another Escort BDA, Chris Swanepoel in a 2-litre Toyota GSL and the Volvo 142 of Jannie Kuun. Consequently, after the 3 hr in bed, we set off as seventh car and I must say that this re-seeding system worked so well that I heard no complaints about the dust.

However, by now it was daylight and it seemed to me that the average speed of just over 50 miles an hour—including stages—was a bit too much on the open road. We had a couple of near misses which were unnecessary in a rally reputed to be won

or lost on the special stages. Be that as it may, we were starting to have troubles, for we first had a puncture and then lost one of the Halda drives. This may not seem very important but you must realise that all navigation had to be done from the road book event on the special stages. Despite the use of quite a few arrows during the stages, it was quite easy to get lost and both Andersson and we spent a little time reversing out of wrong turnings. Poor Hetteema who won this rally in a Ford Escort last year, went wrong for over half an hour which together with the road time it cost him, dropped him to twentieth place.

After a puncture, we had the alternator go and had to rush to have it changed at a refuelling halt. One problem with the completely secret route is that service crews can only go to fuel halts or other easily found places which means that you are operating almost entirely on your own. This sounds fine, but it also means that pressmen and spectators are equally in the dark so that the rally gets much less publicity, except from the unfortunate road-users who suddenly find it coming against them without any kind of warning.

On stage eight, our engine boiled and we found that the inlet manifold water system had developed a crack so that before every stage we had to stop to fill up with water. Then stage nine saw the engine start to misfire and we thought that a cylinder head gasket had blown. When we stopped to check, everything was all right and we tried to continue, but again the engine misfired. After much experiment, we found that the petrol pump was ticking but not delivering and when we changed it, all was well. Then, after losing over half an hour with this, the next stage the engine boiled again with this time the water cap from the inlet manifold missing. We were lucky to find it on the sump guard but the search for sufficient water cost us so much time that we were out of the rally by the time the Mozambique border was reached.

So we had done all the stages in South Africa and we were quite surprised how smooth they were. Our car had been set quite too high at the front and we had been merrily understeering most of the time but it was a robust, well-prepared device and while it was going we had been thoroughly enjoying ourselves. At least now we both know enough to be able to go back and do much better and we were very grateful to our charming hosts at Nissan-Datsun, BNU and South African Airways for the chance to drive at all.

*The Datsun 1800 SSS for the BNU Rally. Brand new and well prepared but, unfortunately, incomplete.*





# Sports extra



Tony Dickson's Camaro managed a personal best of 11.61 s.

## SANTA POD

# Andrews wins Street class

First runs of the day at Santa Pod were the run-offs from the Whitsun "Hot Car" meeting, but once again the duel between Skilton and Priddle failed to come off, as Clive was spending the weekend building up his Donovan engine for this weekend's Silverstone International. So Dennis had Mike Hutcherson to run to go into the final. Leaving Mike's car on the line, Dennis shut down early and very nearly got caught by Mike as he charged after him, but his 8.2 s was enough to beat Mike's 8.5 s. His final run netted a 7.2 s, the car using the iron 392 for power as the Donovan needs some minor modifications before it runs again. After handily beating Phil Elson in their remaining two runs, Dave Stone took on John Siggery in a match series, but John's 427 Ford dragster gave trouble on every run, leaving Dave with a string of 8.6 s to take the match.

The Pro Stock final went to Gary Goggin, who ran a very strong 11.2 s to just pip Kevin Pillings' 11.2 s, Tony Dickson having gone out to Kevin with a misfiring 12.3 s to 11.5 s. Top Street, with Ivan Fryer absent, was livened up by the meteoric performance of Adrian Yorke, who ran an incredible 12.1 s during Saturday practice, but had to be content with a 13.1 s for the win.

But if the STP Top Street division had been good at Whitsun, the afternoon elimination was fantastic with eight of the 16 entrants down into the 13 s, Pete Andrews managing a 12.8 s in his 427 Corvette, Yorke close behind at 13.0 s in his 327 version; the Roses' Barracuda at 13.2 s, and Al O'Connor at 13.4 s in the Chrysler/Zephyr being outstanding improvements. Andrews improved to a 12.6 s on a bye run, O'Connor slowed to a 14.2 s to beat Roy Osbourne's Firebird. Yorke caused an upset by putting out Mike Yuns' strong 427 Vette, but his car was beginning to smoke ominously, and the time was down to a 14.0 s. Arkinstall's Corvette was next through with a 13.5 s win over Lewis's Healy-Chev, then Dick Smith in the new Chevelle Super-Stock ran a very good 12.8 s as John Ledtser broke the spider gears in his Mustang's Chev rear-end. Mutton's big Torino was next in luck when Bob Oram broke the clutch on his quick E-Type. Dave Rose with a 13.5 s over Dawtons Buick/Chev, and finally, Mustapha Errol was in with a 13.9 s.

In the second round, Andrews ran another

12.6 s to beat O'Connor's 13.6 s and Yorke's motor really went sick with a 14.8 s to Arkinstall's 13.5 s, a rod letting go at the finish, though the damage didn't look too disastrous at first glance. Mutton had his second lucky break when the clutch started to go on Smith's Chevelle, the black Ford just making it with a 15.3 s to 15.9 s while the two 'Cudas of Errol and Rose both red lit. On the re-run, the Roses 440 powered version proved to have the edge over Errol's "Hemi" with a 13.5 s to 13.7 s and Rose went on to his best ever at 13.1 s in the semi-final to beat Mutton's Ford. In the other semi, Andrews ran his third straight 12.6 s to beat Arkinstall, and went into the final against Rose, who after months of work, really deserved a win. But Andrews was away first and pulled out to a 12.58 s to 13.4 s, but like so many of the class contenders, the big 'Cuda is starting to perform as it should.

The three regular Pro Stockers had some minor changes, Pilling was using a Chrysler trans in place of the T-10 unit, having bought it from Pete Crane; and had an enormous four-inch diameter prop shaft to try to hold the power. Goggin was much as the last

meeting, but threatening to have one of his "proper" motors in by this weekend, whilst Dickson had made some adjustments to the rear-end of his car. His misfire cured, he shaped up against Gary for the first round, but being old adversaries and pretty sharp on the lights, they both red-lit, though who went first couldn't be said.

Perhaps it was Tony, with more to gain, because in the re-run he did it again, losing to Gary's 11.28 s with a personal best of 11.61 s some consolation. Kevin ran an "easy" 11.4 s bye to go through to meet Gary. This was the race of the meeting without doubt, both went through the now standard long burn-outs, the start area covered in boiling smoke clouds, and when staged, engines screaming, they left absolutely together the very instant the green appeared. Both cars slewed sideways at each shift, but at the top end, the slight power edge of Pilling's motor just got him there with an 11.0 s at 129 mph, Gary so close at a best-ever 11.20 s/123 mph.

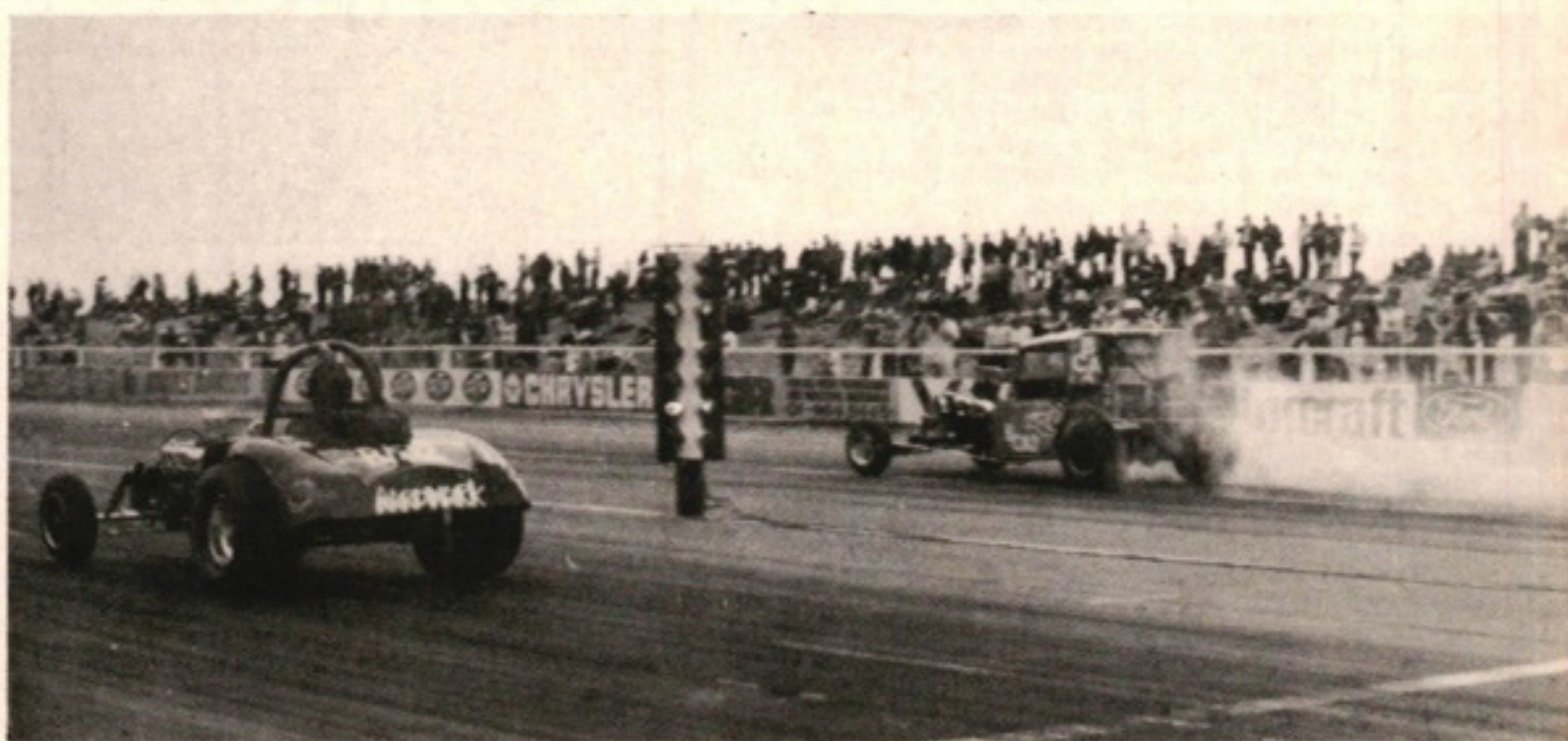
The big fuelers had their share of trouble, Priddle blowing a rocker gasket, Hutcherson a head gasket, and Herridge a complete rear-end in "Firefly." All was fixed during the afternoon but only in time for Hutcherson and Priddle to run each other. Predictably this went to Priddle as he unleashed a 7.2 s, but right there at the top was Mike with a staggering half-second improvement to 7.5 s at 193 mph, a performance that didn't go unnoticed by the fans.

Herridge attempted another run in "Firefly" after a new rear-end had been fitted, but this time the blower belt broke and split the fuel tank. The flashback from the blower set this alight as the car sat just past the start, and the near-invisible flame proved difficult to extinguish as Herridge evacuated the drivers seat. But after a minute or two, all was well, and very late in the day he was back for another run, but this ended up with a lane change as the car got out of shape, so no time was recorded.

Other good runs came from Brian Ringsall, who took Top Dragster with his "low-budget" 354 Hemi dragster with a best ever 9.00 s at 153 mph, a time good enough to give him the G-Max trophy for dragsters, while Freeman Rodgers went very well with a 10.9 s in losing to Phil Elson's big blown car, Rodgers' car being a carburetted Ford 427 altered. Elson took the trophy in his division.

In ways a patchy meeting, the excitement of the big fuelers was missing, but this was well made up for by the Street cars, the future of which looks better and better, with yet another import due in a couple of weeks for the Internationals. It didn't rain, either!

The Competition Altered of Rogers (nearest camera) and England leave the line.





## Airey beats Streat at first rallypoint

The first round of the Castrol Rallypoint Championship took place on Sunday at the usual Long Marston circuit. Winner of the first round of a three round series was Tom Airey in his 1500 cc Mini who won quite comfortably in the final from Gary Streat. The organisers had changed the circuit slightly from previous events cutting out a few bumps but making the overall circuit very much faster. The Championship is certainly being taken very seriously by some competitors as evident by the amount of bumping and boring which occurred resulting in severely modified body work on some vehicles. In fact the standard of driving by some competitors was questionable resulting in at least one vehicle requiring a new shell. The only other blot on an otherwise well organised event was the system of recording penalties for hitting markers and the ruling about going off the circuit which left one or two persons without a ride in the final.

There were 42 entries for the qualifying heats in Class 1, and notable casualties in the heats included Griff Griffiths, Porsche 914 who blew a clutch on the start line and Rod Badham in the Gandy Clan Crusader which stripped second gear in qualifying for the finals. The Hillman Avenger shared by Jim Creasey and Pete Robertson caught fire when a fuel pipe broke, but the fire was put out by a chasing fire engine with little damage. Already there were vehicles in the paddock showing signs of damage including George Warren who had both front wings bent as well as Ian Lawless's Datsun who had collided with Colin Wild's Mexico.

The first quarter final of the afternoon was stopped after the first lap after two collisions when Tom Airey collided with Dave Preece and Pip Carrotte came in with a damaged wing and a flat front tyre. In the re-run Carrotte did not re-appear and another collision occurred between Airey and Preece with the former continuing having pushed Preece aside. Preece incidentally required a new shell for his car after the afternoon's activities. As a result of the incident George Warren took the lead but was still overhauled by Airey by the flag. Although Wayne

O'Connor finished third in his Mini because of penalties Keith Stones took the verdict in his 1340 Mini. In the second quarter final John Winsor from Kettering had a convincing win from Brian Stabler who recovered well from a first lap incident to finish ahead of Roger Dowson in the GT 6. Ray Smith in the Nagspeed Mini retired with a flat tyre.

In the third quarter final Chris Fishwick from York driving for the first time at Long Marston in his 1340 S led George Jackson across the line who had a flat tyre in the final lap. Mick Bird was the third qualifier. Two notable non-qualifiers were John Bevan in his Daf and Colin Malkin in the Chrysler Imp who was complaining of being pushed off the circuit incurring penalties.

In the final quarter-final John Welch in his Escort RS was a clear winner after an impressive display although he was excluded from the semi-final due to penalties for hitting markers leaving Gary Streat, Malcolm Riches and Roger Smith all in Minis to qualify.

The first semi-final Tom Airey had things very much his own way leading Brian Stabler home. George Warren finished third on the road but was excluded through penalties allowing Roger Dowson to qualify for the final. Mick Bird won the second semi-final a clear second ahead of Gary Streat with George Jackson and Chris Fishwick also qualifying.

The only interloper in the mini dominated final was Roger Dowson in the GT6 who was an excellent fifth before being pushed off the circuit on the penultimate lap. Brian Stabler in the Lex Mini did not in fact start due to lack of oil pressure on the line whilst George Jackson had a driveshaft failure on the first lap. Airey cruised home almost half a lap ahead of Gary Streat and John Winsor.

In the Group 1 category for rally cars Colin Malkin driving the Chrysler Avenger in which he finished 11th overall on the Scottish Rally recently; finished comfortably ahead of Chris Field in a similar car. Colin's brother Barry was in fact leading on the final run but spun and could finish no higher than fifth. Ian Lawless driving his new if not a little dented, Datsun 1800, finished a good fourth ahead of the first Mexico driven by Colin Wild.

## Morris wins at Pontypool

David Morris, from Haverfordwest scored a fine win when he took BTD at the Castrol/ BARC Hillclimb Championship round at Pontypool last Sunday in his Mallock U2. Morris had a best time of 30.49 s to defeat such notables as Peter Boshier-Jones and Geoff Rollason in their single-seaters. Morris had only 0.05 s in hand over Boshier-Jones (Brabham-Buick) who in turn was 0.04 s ahead of Rollason's Lotus 69. Mike Flather (Cooper) maintained his high average by taking yet another class win and now leads the Championship by more than 14 marks.

BTD : D. Morris (Mallock U2), 30.49 s.  
Class winners : M. Flather (Mini-Cooper), 35.92 s; N. Porter (Mini-Cooper), 35.39 s; A. Boyle (Mini-Cooper S), 34.13 s; N. Adams (Mini-Cooper), 34.72 s; J. Thomson (Firenze), 35.51 s; N. Pow (Jaguar E), 34.49 s; I. James (Mallock U2), 32.47 s; D. Franklin (Vixen Imp), 31.75 s; G. Rollason (Lotus 69), 30.58 s; P. Boshier-Jones (Brabham-Buick), 30.54 s.  
Castrol/BARC Championship placings : 1, Mike Flather, 58.53 pts; 2, John Meredith, 43.83; 3, Jim Thomson, 34.16 s.

● John Ravenscroft (Lola T142) had mixed fortunes at the S. Hertfordshire MC sprint at Bassingbourne Barracks on Bank Holiday Monday, but finally came away with BTD. On the last run of the day the timing equipment failed to give him a time twice in succession, but after a discussion with the stewards he was allowed another run, on which he recorded 31.36 s to beat Jonty Williamson's 31.58 s. These were the only drivers of the large entry in the racing car class to break 33 s, Tony Bradwell, in third place on the Top Ten runoff with 33.32 s finding the 4-wheel drive Brabham a bit of a handful.

● Andy Hockaday took his 998 Mini to BTD when Sevenoaks & District MC held their European inter club autotest meeting at Long Wood, Wadhurst, Sussex on June 10. He had a time of 135.4 s for the six tests. Now in its fifth year the event, one of three organised in turn by Belgium, France and Sevenoaks, attracted a poor entry, only nine visitors crossing the Channel, eight from Belgium, plus a single Frenchman. New to grass and finding conditions bumpy due to the recent spell of fine weather, they all withdrew at the halfway stage and results were based on positions at that time.

Best placing of the continentals was the NSU 1000 of Daniel Thiebaut from Belgium in third place in his class on 139.6 s behind the Minis of Hockaday and David Everest while Maurice Delbroucq's Datsun 1000 was third in the next class. The Boulden family of father John, wife Sheila and children Sheila and John had a field day gaining two class wins, as well as a second and a third.

BTD : A. Hockaday (Mini), 135.4 s.  
Class winners : F. Game (Mini), 154.0 s; N. Pratten (Midget), 154.8 s; Miss S. Boulden (Viva), 146.4 s; J. Boulden (senior) Firenze, 146.8 s.

● Midland Manor MC are organising this weekend's round of the Castrol/BT&RDA Autocross Championship which replaces the one at Rochester which has been withdrawn from the series. The venue is Long Marston, near Stratford on Avon, and more than 100 entries have been received.

## Smith wins Rugby autocross

Quickest of 78 competitors at last Sunday's Rugby Tyres Squires Trophy autocross organised by Rugby MC was Terry Smith who got round in 2 m 29.7 s with his 1293 Cooper. Smith finished almost a second quicker than Malcolm Orme who took the big Mini class by a huge margin.

The small Minis class went to Trevor Lawson in 2 m 37.8 s who held off a strong challenge from Nick Garner, and A. Davies had a comfortable four seconds in hand in the up to 1300 conventional saloon class,

this Anglia beating Tony Unwin's similar model. Although Roy Wearing and B. Warilow both got down to 2 m 35.6 s, Wearing had the class thanks to a quicker first run in the middle of the three Mini classes and Tom Eaton, using Peter Mann's Escort, beat the owner into third place, Alistair Lyall splitting the Escort.

BTD : T. Smith (Cooper), 2 m 29.7 s.  
Class winners : T. Lawson (Mini), 2 m 37.8 s; A. Davies (Anglia), 2 m 42.0 s; R. Wearing (Cooper), 2 m 35.6 s; T. Eaton (Escort), 2 m 40 s; M. Orme (Mini), 2 m 30.5 s. Ladies : Miss A. Martin (Cooper), 2 m 45.3 s.

Richard Storey's Midget has an alarming shunt out of the chicane at Croft last Sunday. He escaped unhurt.





# Sports extra

## Drag racing stars at Silverstone

The third round of the Castrol/RAC Championship run by the NDRC will be the first drag race event to be run at a major circuit facility, taking place at Silverstone this Sunday. Over 120 entries have been received for the event, with 10 from Europe facing most of the leading British names. Clive Skilton and Roland Pratt will have Bjorn Anderson to contend with in his new rear-engined dragster with 354 Chrysler power. Clive hopes to be running his new Donovan 417 engine in his Castrol car, having taken delivery of the very latest "E" block variety with around 445 cubic inches.

Two Swedish Funny cars are entered, and Liam Churchill hopes to have his Capri ready as well. The two Swedish cars are Hazze Fromme's injected 426 Hemi-powered Capri and John Anderson's blown Chrysler/Opel.

The 1933 Plymouth that stunned everyone at the Santa Pod International last year is now running as a competition altered with its big 454 Chevrolet engine. Last year in legal street trim it recorded 11.2 s and should be a match for all but Fred Whittle in his supercharged car. Driver will be Anders Lantz again.

The other name held in most respect by the Pro-Stock drivers is that of Gunne Back. For two years he ran rings round the home team with his early 427 Corvette, and has now built a Camaro to replace it. To date he has run a best of 11.2 s with it, so Kevin Pulling should be able to beat him, and so should Gary Goggin, who by this weekend should have one of his "demon" engines back in the car. Tony Dickson in the Duckhams Camaro and Mustapha Errol in the ex-Harvie Camaro will supply strong support to them.

The German team includes two Top Street cars, a Plymouth and Camaro; Willy Hesterman's Fiat Topolino with 454 Chevrolet engine, a 350 Chev dragster and a two litre "1" Gas type Volkswagen, similar to the American breed of vehicle that run high 10.

The meet starts at 11 on Sunday morning, with practice on the 22nd (Friday). On Saturday the Daily Express Air Display takes place, and Clive will make a demonstration run some time during the day.

The course is laid out from Woodcote up to Becketts, the cars running the "wrong way," and admission is £1 including pit entry.

## Henderson's BTD at Mursley

Chess Valley's Neil Henderson took BTD by a clear second in his 850 Mini at the Charville Trophy Autocross promoted by EMI MC at their course at Mursley, near Bletchley, on June 10. From a field of 71 competitors, Henderson thundered round in 1 m 50.8 s on the 900 yards course to take the Charville Trophy. Two other major awards, the Duckhams Trophy for best time by a car driven to the event and home again, went to Steve Hill in his Escort TC in 1 m 57.8 s while the J. N. Coachwork Trophy for best performer at his first event was won by A. Riddle (1340 Mini), in 1 m 58.6 s.

In the small Minis class, John Grookock had a 2 s victory over Paul Braddock in 1 m 56.4 s and the Anglia 1300 of Tom Eaton was another decisive class winner in 1 m 57.0 s, defeating Alan Davies in a similar car by just over 4 s. Brian Prior (1900 VW) took the combined rear engined and prod-



Martin Morris, having won the Seaman Vintage Trophy race at Oulton last Saturday receives his double magnum of Cordon Rouge Champagne. Morris won in Hamish Morten's Bentley and Morten (behind) looks equally pleased (left). Michael Glass (right) who raced ERA R2A at Oulton last Saturday, also owns seven Bugattis and a couple of Bentley Speed 6 models; one of his Bugattis is a very rare 16-cylinder twin-blower model. The 1934 ERA was often driven by the founder and financial sponsor of ERA, Humphrey Cook, and later had Tecnauto ifs put on it by N. S. Embiricos.



## Airey and Douglas battle

Tom Airey in his Mini won the generously sponsored Evening Echo Autocross organised by TEAC on June 10 at Hockley, Essex. Over a rough course, which deterred several of the more experienced TEAC regulars from competing, Airey beat the Escort RS of Ron Douglas by one-fifth of a second. A feature of this event was a team prize for the local motor traders entering a modified and Group 1 autocross car and a class for Concours d'Elegance. The rough and dusty course deterred several notable drivers from competing after practice and their hesitance was confirmed by the large number of retirements. The Group 1 cars started the meeting (several very new cars feeling the harshness of raw competition, literally straight from the showroom), were hard driven over the bumps. Woodyatt's team car, an Ascona of Peter Evers, and a Firenza Sport conducted by Mike Feltham engaged in a tremendous dice before the more experienced Feltham hurled the axle tramping Vauxhall past for an eventual half-second win. Alan Jones led Barry Walters' Marina Coupé in another youthful Firenza from the Toomey Motors team, until the rear axle detached itself from the body yards from the finishing line but Walters just

scraped to win by a whisper. Fastest, by 4 s, in Class B was Frank Sandy's Lancia Coupé which was well suited to the bumps and recorded 1 m 44.1 s in the last runs, outclassing the automatic Dolomite of James Auger from the Abbott Motors Team.

The modified cars really raised the dust, fortunately the wind kept it off the spectator area. The cars started in the traditional autocross manner of two and two. Mick Bird in a Mini Cooper set 1 m 33.9 s in the first heat followed by Tom Airey and David Jones (Minis) in a fast dice with Airey, recording a 1 m 32.3 s, which remained the fastest time until Ron Douglas came to the line. Despite missing a gear with clutch trouble at the first corner Douglas recorded 1 m 31.1 s which was the fastest of the first runs. Interesting entries department revealed a Marina with a Rover V8 engine built at Abingdon last year as an experiment. It was entered here in competition for the first time by Stewart and Ardens and driven by Charles Irving with Hugh Wheldon trying the seat for size.

In second runs Ron Douglas, his clutch adjusted, lowered his time with a super run of 1 m 29.4 s but Tom Airey was there before him with a 1 m 29 s which was to remain BTD.

The tough course took its toll, only half the entrants recording times in the third runs. Brian Stabler, a real trier, beat Keith Montano to take third BTD along with Glyn Swift's 1.0 Mini, but Ron Douglas, trying as hard as he knew, could not get inside Airey's time, and had to settle for second BTD. Tom Airey walked off with a well deserved £100 first prize and the Fairfield Garage Team of Glyn Swift (joint third FTD), Barry Leeks and Graham Keddle (Concours) secured the Evening Echo Trophy team prize.

Class A: 1, Tom Airey (Mini 1500), 1 m 29.0 s; 2, Ron Douglas (Ford Escort 1.8), 1 m 29.2 s; 3, Brian Stabler (Swiftune Mini 1.3), 1 m 31.9 s; 4, Glyn Swift (Mini Cooper 1.0), 1 m 31.9 s; 5, Will Gollop (Mini 1.0), 1 m 32.0 s; 6, Tony Merridale (Ford Escort 1296), 1 m 32.6 s.

Class B (Group 1): 1, Frank Sandys (Lancia Coupé), 1 m 44.1 s.  
Team awards: 1, Fairfield Garage; 2, H. L. Abbott Motors; 3, South Essex Motors.  
Concours d'Elegance: 1, M. Fuller, Chrysler Coupé, 30 hp.

● After the first round of the Manx Autotest Championship the leaders are: 1, John Dods-worth (Cooper S), 13 pts; 2, Tony Higgins (Escort GT), 11; 3, Ian Corkill (Cooper S), 9; 4, Ken Leece (RS 1600), 7; 5, John Stott (Mexico) 4, and Peter Thompson (Imp), 4.

sports class in 1 m 51.8 s from Dave Biggs (Imp) while the up to 1000 cc Mini class was a scrap between Dave Hubble and Derek Heathcote. Hubble won the day in 1 m 57.8 s, nearly a second up on Heathcote. Another Anglia class win was in the over 1300 conventional saloons where Dave O'Brien emerged 6 s ahead of John Martin's Cortina TC and Erick Nosek was the last of the Mini class winners with his 1300 version in 1 m 55 s. Scorpion Special men John French and Ian White had the Specials class to themselves, French taking the money in 1 m 56.6 s, half a second up on White.

BTB: N. Henderson (Mini), 1 m 50.8 s.  
Class winners: J. Grookock (Mini), 1 m 56.4 s; T. Eaton (Anglia), 1 m 57.0 s; B. Prior (VW), 1 m 51.8 s; D. Hubble (Mini), 1 m 57.8 s; D. O'Brien (Anglia), 1 m 52.8 s; E. Nosek (Mini), 1 m 55.0 s; J. French (Scorpion), 1 m 56.6 s.

● This year's West Hants and Dorset CC's September autocross will be sponsored by F. English Limited. The event takes place on September 16, at Canford Magna. This is the weekend scheduled for a visit by the French Club—Ecurie Normandie—and subject to the necessary permissions being obtained from the RAC a number of the French visitors will be allocated entries for the autocross.





Martin Barnard (Datsun 240Z) forsook Mini power to battle with Porsches, coming third in class.

## Scource's scorching run

Dorchester's Tony Scource was the star of the ninth round of the Castrol/BT&RDA Autocross Championship which the Billericay MC ran at Hanningfield, near Chelmsford, last Sunday.

Driving his 1340 Mini, Scource, who previously had not exactly set the autocross scene alight, really hit top form and he took BT&D ahead of no less a person than the flying Peter Harrold, pipping him by one tenth of a second on a day when dust reared its ugly head as the major problem of an otherwise successful event. In the classes leading championship contenders Graham Hathaway (Anglia) Martin Barnard (Mini and Datsun), Roger Brunt (Mini) and Richard Judge (RJS) all improved their chances with wins or second places among an entry of 137.

Scource's Taurus Mini scorched round three laps of the dustbowl course in 1m 47.4 s to secure the main prize money while Harrold, in the big engined VW, despite negligible opposition in his class, returned 1m 47.5 s. Later in the day Harrold and Norman Williams (Mini) produced a tie in the RAC run off.

After a couple of second places Martin Barnard got to grips with his small engined Mini to take his first class win by four tenths from Richard Macdonald, a second run time of 1m 52.1 s being the pace, but local lad Mick Lungley had a good third place in 1m 53.3 s. This close racing was followed in the next class where the unbeaten Graham Hathaway had to work hard before getting the better of a very determined Tony Merridale. The Anglia got down to 1m 53.0 s while Merridale's Escort replied with 1m 53.4 s and Keith Montano's Escort was third on 1m 54.5 s.

Once again sports cars were few and far between and the class was taken by Graham Allen (Elan) ahead of Ron Easton's TVR

Vixen while Harrold's VW win in the rear engined class was even more predictable and Bill Vevers, who was second in what was comparatively a standard car, never had a chance as the Norwich driver tried desperately for BT&D.

Roger Brunt brought his class winning total to six with a neat 1m 48.2 s in the middle capacity Minis class and he was followed home by Norman Williams one and a half secs in arrears with Glyn Swift a very respectable third in 1m 50.2 s. One of the biggest entries ever contested the big saloon class and this provided a win for Tony Ford jnr with the 1650 Escort who returned 1m 51.5 s. The 1800 Escort of Gerry Gage took second in 1m 52.4 s fractionally ahead of Chris Hayward (1600 Escort) who was competing in his first autocross. Hayward, who showed potential, later finished runner-up to Nobby Cresswell (RS 1600) in the eliminator.

With Scource showing irrepressible form David Fuell's 1480 Mini had to be content with six points as runner-up in the big Mini class and he was over a second behind the class leader but someway ahead of Peter Norris in third. Among the specials Richard Judge was quickest with his RJS in 1m 50.3 s from Peter Cook (Vixen) while Gordon Baker's Scorpion took third.

In the Germany v Japan battle for standard saloon class honours it was the turn of the Porsche 911S of Dave Marston and Brian Evans which relegated Barnard's 240Z to a wayward third while the novice class resulted in a win for M. Smith's Escort 1760 in a creditable 1m 55.2 s.

**BTD:** T. Scource (Mini), 1m 47.4 s.  
**Class winners:** M. Barnard (Mini), 1m 52.1 s; G. Hathaway (Anglia), 1m 53.0 s; G. Allen (Elan), 1m 53.6 s; P. Harrold (VW), 1m 47.5 s; R. Brunt (Mini), 1m 48.2 s; T. Ford (Escort), 1m 51.5 s; D. Fuell (Mini), 1m 48.7 s; R. Judge (RJS), 1m 50.3 s; D. Marston (Porsche 911S), 1m 53.4 s. Novice: M. Smith (Escort), 1m 55.2 s.

## Lane at Prescott

The sixth Invitation meeting at Prescott Hill-climb was typical of the charming events run as a refreshing alternative to the hard fought Championship events. Roy Lane took BTD with his splendid McLaren M14D with the fastest run made at a rather slippery Prescott this year, nearly 1½ s behind Sir Nick Williamson's last year record. Second BTD went to the Welsh Wizard Peter Boshier Jones in his beautifully prepared BT21/23 Buick, now wearing very wide "wets."

Records were not much in evidence; in

only one class was a new best time set and this came as a bit of a surprise after Terry Smith had been extolling the virtues of his arch-rival Tom Elton in both car preparation and driving ability. Tom hadn't exactly hung around on his first run with 51.22 s using the bank on the exit of the slower corners to tip the rear wheels back into line as usual, Terry being just ¼ s slower. But on the second runs it all clicked in to place for the Bristol man and his metallic blue Cooper JAP twin snaked up the hill in 50.80 s, almost exactly 0.2 s faster than the class record held by the wily Tom.

## AMOC at Curborough

Driving Project 214 the 1962 Le Mans car Nick Cussons set fastest time of day by an Aston Martin at the club's annual sprint meeting at Curborough, near Lichfield, last Saturday.

Cussons got down to 38.68 s to take the award for the best performance by a post-war Aston. Cussons had almost exactly a second in hand over Craig Dent's DB4 but Dent was among the trophies for his 42.98 s in his 1952 DB2 but he had a good scrap with John Norman's DB 2/4 of 1953 vintage who finished on 43.42 s with Janet Norman not very far behind her husband.

In the more immediate era the DB5 of Malcolm Macgregor was fastest in class in 40.87 s, a handsome three seconds ahead of Michael Piddock's similar model while A. J. Dodd's DB4 was only four tenths away in third. In the handicap Macgregor emerged with the trophy ahead of Dent and Dodd while the best pre-war Aston trophy went to Bill Elwell Smith in his 1928 International who did 45.41 s, and Bob Fowler's 1933 Le Mans model had the class in 45.63 s.

BTD rather surprisingly went to G. A. Wood's Ginetta G12 in 34.90 s, which beat Simon Riley's 35.02 s in a Brabham BT30 which took the single seater racing class and among other awards was that of the sports racing class which went to David Austin's Bristol 405 in 38.86 s. Mrs Diane Piddock took the ladies award in a DB5 in 43.78 s.

## Simmons' Autotest

One of the large car parks at the Mullard factory in Southampton was the venue on June 10 for the Southampton & District MC's Sportsman Autotest event, an ACSMC championship round. There were a mere 27 competitors who tackled six tests twice and Dave Simmons drove his Mexico to overall victory in 580.0 s, over 8 s quicker than the rest.

In the Mini class the honours went to Keith Winter in 588.8 s, who just put it across Dave Tearle, a regular BT&RDA championship contender, who totalled 590.4 s and he, in turn, was hounded all day by another of the championship circus Roger Frigg, who returned 590.6 s. The Countryman of Terry Mears was miles ahead in the next class, taking a win in 610.1 s from Michael Gatton's Imp. John Calton, whose Mexico broke its clutch before the start, had a fine win in Barry Hunter's Sprite, taking the class in 612.2 s, some 21 s ahead of Brian Hay (Midget), with Hunter himself only a fraction away in third.

## Larkin's worthwhile journey to Birmingham

**BTD:** D. Simmons (Mexico), 580.0 s.  
**Class winners:** K. Winter (Mini), 588.8 s; T. Mears (Countryman), 610.1 s; D. Abrams (Mexico), 690.0 s; D. Ware (Cortina), 663.6 s; J. Carlton (Sprite), 612.2 s. Although he was 2 s down at half time to Phil Darbyshire (Clubman GT), John Larkin made a long journey worthwhile when he travelled from London to the Midlands on June 10 to take the best performance at the Redditch & Dist CC restricted autotest meeting at Fort Dunlop, Birmingham in his Cooper S.

Larkin won the 12 test event, which attracted a pathetic entry of only 22, with a time of 42.8 s leaving Darbyshire to take one of the three classes with 424.5 s, some 9 s better than Mike Styles (Cooper). Ray Webb (Sprite) had a walkaway win in the next class winning in 434.2 s, this being the reward for an unpenalised run in his class, the only one to do so and he headed David Murray (Mini), by over half a minute. Tony Hunt, now with a 1760 unit in his Mexico, also had a big win in the third class in 431.9 s, ahead of the VW of Cecil Dixon while the novice winner was Joe Maclean (Cooper) who totalled 541.5 s.



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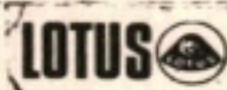
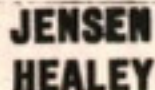
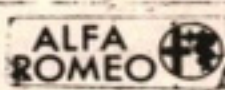
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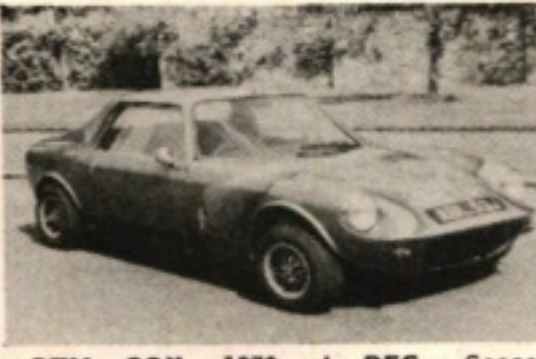
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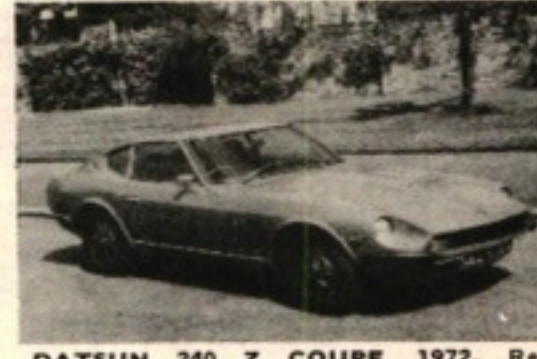
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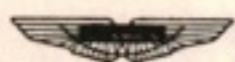
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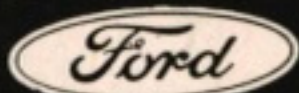
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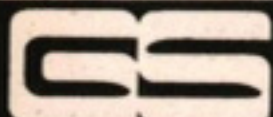
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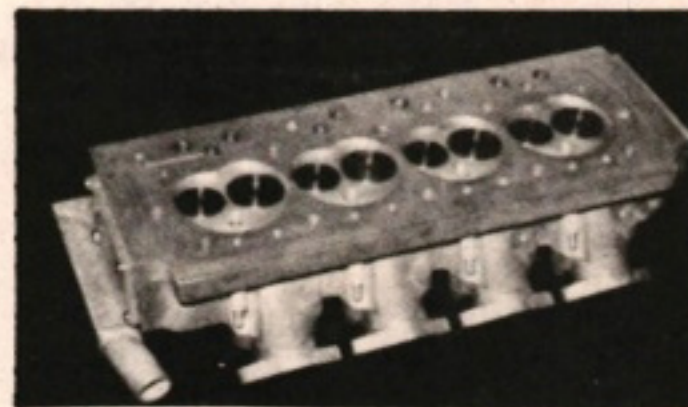
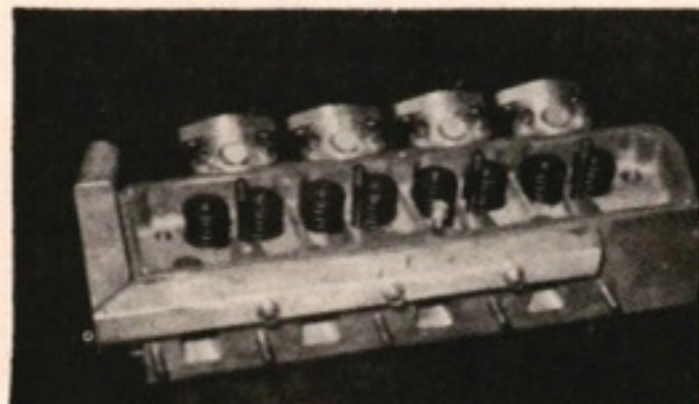
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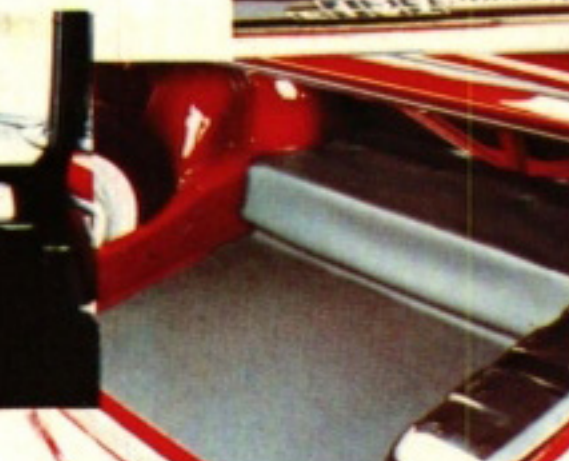
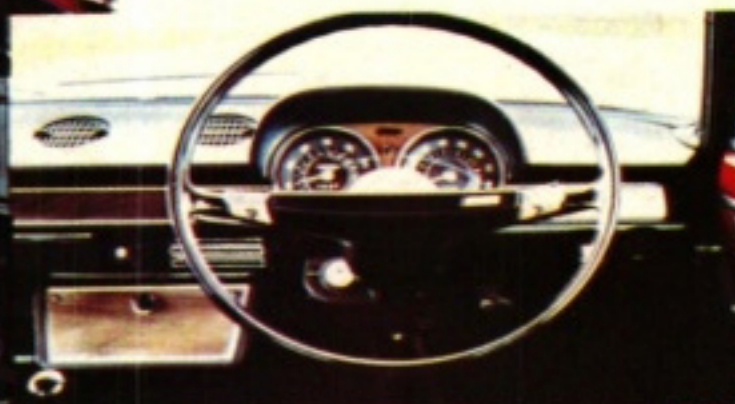
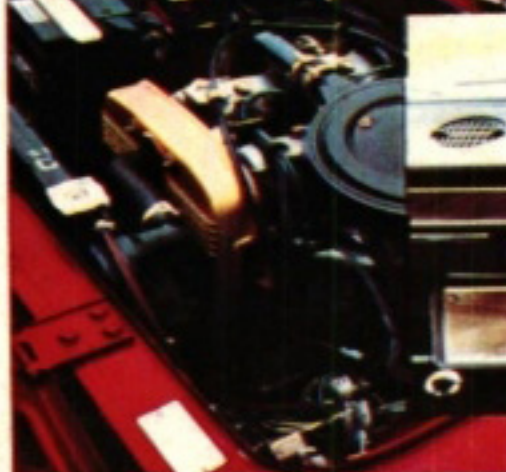


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